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ANNUAL REPORT

OF THE

State Engineer and Surveyor

OF THE

STATE OF NEW YORK,

AND OF THE

TABULATIONS AND DEDUCTIONS

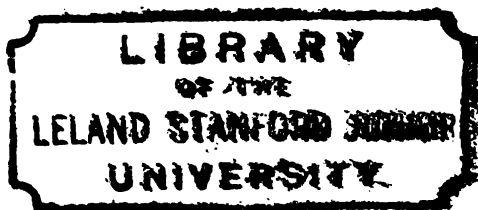
FROM THE

REPORTS OF THE RAILROAD CORPORATIONS,

For the Year Ending Sept. 30, 1878.



ALBANY, N. Y.:
CHARLES VAN BENTHUYSEN & SONS,
1879.



A. 423

STATE OF NEW YORK.

No. 80.

IN ASSEMBLY,

MARCH 3, 1879.

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ANNUAL REPORT

OF THE

STATE ENGINEER AND SURVEYOR ON THE RAIL-
ROADS OF THE STATE.

OFFICE OF THE STATE ENGINEER AND SURVEYOR, }
ALBANY, *February 28, 1879.* }

HON. THOMAS G. ALVORD,

Speaker of the Assembly:

SIR — I have the honor to transmit herewith to the Legislature my Annual Report on the Railroads of this State, for the year ending September 30, 1878, as prepared by my deputy, Edward D. Smalley.

Very respectfully,

HORATIO SEYMOUR, JR.,

State Engineer and Surveyor.

STATE OF NEW YORK :

IN ASSEMBLY,

ALBANY, *April 30, 1879.*

Resolved (if the Senate concur), That there be printed and bound in cloth, 2,400 copies of the Report of the State Engineer and Surveyor on Railroads, for the year ending September 1878, to be distributed by that officer according to law ; a copy of said report for each senator and member of the Legislature ; also, one copy of said report to each official reporter of the present Legislature, the whole expense thereof to be refunded to the treasury of the State by an equitable assessment by the Comptroller upon the several railroad companies of the State, the price of printing the same to be agreed upon by the State Engineer and Surveyor, the Comptroller, and the legislative printer.

By order.

EDW. M. JOHNSON,

Clerk

IN SENATE,

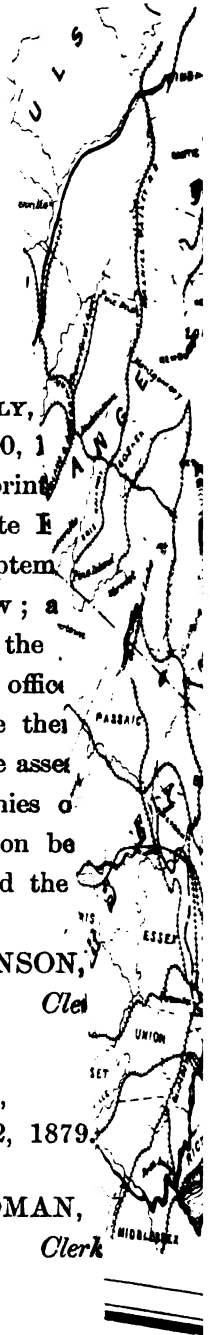
May 2, 1879.

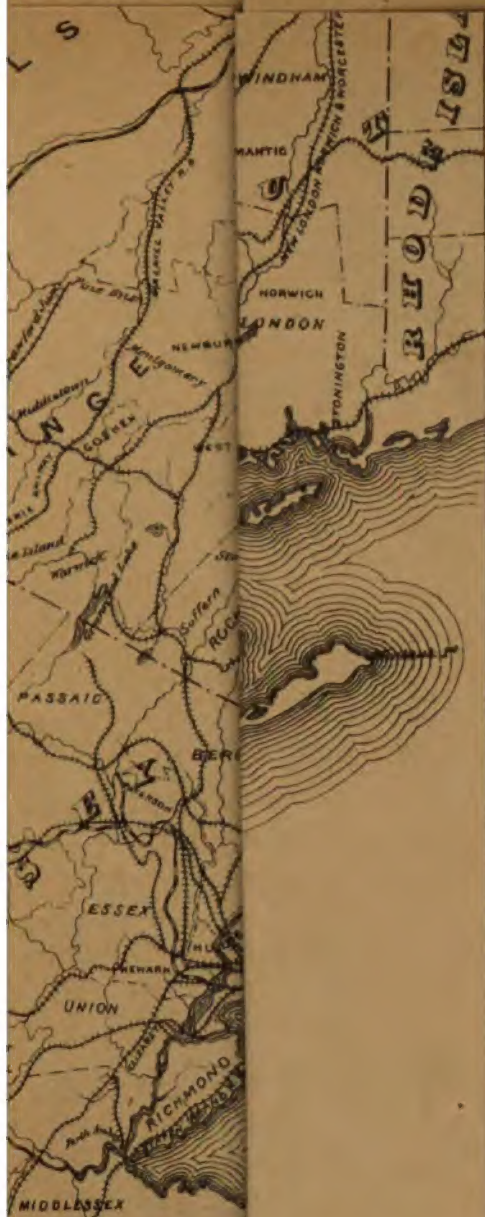
Concurred in.

By order.

J. W. VROOMAN,

Clerk





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A map of the State railroads.

Report of State Engineer and Surveyor.

List of companies organized during the year.

List of enactments relating to railroads, passed by the Legislature of 1878.

List of companies formed under the laws of this State.

Table showing the date when the several railroads were opened for public travel.

Tabulated results compiled from the reports of the steam railroad companies, comprised in Tables A, B, C, D, E, F, G, H, and I.

Tabulated results compiled from the reports of city companies, comprised in Tables A, B, C, D, E, F, G, and H.

Abstract of the reports of railroad corporations.

Comparative statements of certain items taken from the abstracts of the reports of steam roads for 1877-1878.

Comparative statement of deductions from the abstracts of the reports of steam roads from 1857 to 1878, inclusive.

Tables of comparative statements of steam railroads for five consecutive years, 1874, 1875, 1876, 1877, and 1878.

Tables of comparative statements of street and horse railroads for five consecutive years, 1874, 1875, 1876, 1877, and 1878.

Deductions from reports of principal companies, showing amount received for, and cost of, transporting freight, etc., 1862 to 1878.

Reports of the railroad companies for the year ending September 30, 1878.

Comptroller's apportionment of expenses charged to railroad companies for the year ending September 30, 1878.

General railroad act, and laws amending the same, and other general laws relating to the railroads of the State.

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REPORT.

Office of the State Engineer and Surveyor, }
ALBANY, February 28, 1879. }

To the Honorable the Legislature of the State of New York :

In compliance with the requirements of act chapter 140, Laws of 1850, I herewith respectfully submit the Annual Report on Railroads for the year ending September 30, 1878, as prepared by my deputy, E. D. Smalley.

Several changes have been made in compiling the reports received from the railroad companies, and in arranging the tables. A full list of all the railroad corporations formed under the laws of this State up to the 30th of September, 1878, has been prepared, showing the location of the roads, their reorganization, consolidation, and present condition. The last information of this kind was published in 1861. The list of companies required to report to this department has been carefully revised. All companies which have continued to report after their corporate powers had ceased, from failure to comply with the laws, have been excluded, and several corporations which are now in existence, and which have not reported for some years, have been replaced upon the list. One company whose road has been in operation the past twenty-eight years has reported this year for the first time. The tables of deductions from the reports of sixteen representative roads, showing the several elements of the cost of running freight trains, etc., have been omitted, and a column has been added to table A, containing the date of charter of each company. The mileage table has been rearranged so as to give the termini of the roads, and an abstract table of the number of miles, cost of road, earnings, receipts, and expenses of the roads and portions of roads entirely within this State, has also been added. The receipts, as required by law, have been tabulated, for the first time, this year. The reports of several steam roads that have heretofore been classed as horse roads, and horse roads classed as steam roads, have been transferred to their proper place. This will make some

important changes in the tables, in the items of the length, etc., of the two classes of roads.

FORM FOR ANNUAL REPORT.

The several items which the steam railroad companies are required to report to this department, are the same which were originally adopted at the passage of the general railroad act, April 2, 1850, and when railroads were in a measure in their infancy. It is somewhat difficult for the larger corporations to report in a satisfactory manner without qualifying some of said items. Item 57, "For depreciation of way," is not reported by any company. Some other items of more importance are likewise omitted. I do not think a complete revision of the general railroad act advisable, unless a uniform and simple form should be adopted by all the States. The forms used in several of the States are quite complicated, and are not alike. The only improvement I can now recommend is the addition of a balance-sheet to the present form of reports. No corporation in good standing would object to this, and it would show the condition of the companies in a far more satisfactory manner than by a multitude of additional statistics.

RAILROAD CORPORATIONS.

During the past year twenty-six companies have been formed under the general railroad act. They are as follows :

Addison, Osceola and Cowanesque Valley.

Brooklyn, Coney Island and Rockaway.

Buffalo and Southwestern.

Buffalo, Syracuse and Albany.

Canal.

Cayuga Southern.

Central Saratoga.

City (Poughkeepsie).

Coney Island and Rockaway.

Forty-second Street, Manhattanville and St. Nicholas Avenue.

Geneva and Lyons.

Kings County.

Marine.

Middle Central.

New England, New York and Pennsylvania.

New York, Brooklyn and Sea Beach.

New York City and Northern.

New York, Lake Erie and Western.
 New York, Sea Beach and Coney Island.
 Olean, Bradford and Warren.
 Prospect Park and Clarkson Street.
 Rochester and Irondequoit.
 Rockaway Elevated.
 Springville and Sardinia.
 Utica, Ithaca and Elmira Railway.
 Westchester County.

The name of the Gilbert Elevated has also been changed, by order of the Supreme Court, to the Metropolitan Elevated.

There have been 876 railroad corporations organized under the laws of this State, many of which have become extinct from failure to construct their road according to law ; others have consolidated, and others reorganized under new names ; 275 now remain in existence. In addition to these, the Delaware and Hudson Canal Company, of Pennsylvania, the New Jersey and New York Railroad Company, and the Northern, of New Jersey, corporations formed under the laws of New Jersey ; and the New York, New Haven and Hartford Railroad Company, formed under the laws of Connecticut, and owning roads under the authority of the laws of this State, are required to report to this office.

The following companies, incorporated under the laws of other States, and leasing and operating roads in this State, also report :

Delaware, Lackawanna and Western.
 Fall Brook Coal Company.
 Harlem Extension South Coal Transportation Company.
 New Jersey Midland.
 Northern Central.
 Pennsylvania and New York Canal and Railway Company.
 Tioga.

The total number of companies reporting is 286.

The following is a list of the railroad companies formed under the laws of this State from which, by law, annual reports were required, with the time they were received :

<i>Steam Roads.</i>	
Name of Company.	Report filed.
Adirondack.....	Jan. 7, 1879
Addison, Osceola and Cowanesque Valley.....	Nov. 30, 1878
Albany and Susquehanna (lessor).....	Nov. 27, 1878

STATE ENGINEER AND SURVEYOR'S

Name of Company.	Report filed.
Albany and Susquehanna (lessee)	Nov. 27, 1878
Albany and Vermont	Oct. 30, 1878
Atlantic and Great Western	Dec. 2, 1878
Atlantic and Great Western (receiver)	Nov. 30, 1878
Avon, Genesee and Mount Morris	Oct. 25, 1878
Bath and Hammondsport	Dec. 12, 1878
Black River and Morristown	Dec. 23, 1878
Black River and St. Lawrence	Dec. 14, 1878
Boston and Albany	Nov. 6, 1878
Boston, Albany and Schenectady	Dec. 6, 1878
Boston, Hoosac Tunnel and Albany	Dec. 6, 1878
Boston, Hoosac Tunnel and Western	Dec. 9, 1878
Boston, New York and Chicago	Dec. 5, 1878
Brooklyn and Coney Island Central	Nov. 25, 1878
Brooklyn, Coney Island and Rockaway (letter)	No report.
Brooklyn Elevated Silent Safety	Nov. 30, 1878
Brooklyn, Flatbush and Coney Island	Nov. 28, 1878
Brooklyn and Rockaway Beach	Jan. 13, 1879
Buffalo City	Oct. 19, 1878
Buffalo Creek	Nov. 27, 1878
Buffalo Creek Extension	Abandoned.
Buffalo Crosstown	Abandoned.
Buffalo Erie Basin	Nov. 29, 1878
Buffalo, New York and Erie	Dec. 2, 1878
Buffalo, New York and Philadelphia	Dec. 5, 1878
Buffalo Niagara Slip	Dec. 16, 1878
Buffalo and Southwestern	Dec. 14, 1878
Buffalo, Syracuse and Albany	Dec. 14, 1878
Canal	Oct. 14, 1878
Canandaigua, Palmyra and Ontario	Oct. 5, 1878
Carthage, Watertown and Sackett's Harbor	Nov. 16, 1878
Cayuga Southern	Nov. 28, 1878
Cayuga and Susquehanna	Nov. 23, 1878
Cazenovia, Canastota and De Ruyter	Nov. 20, 1878
Central Saratoga	Dec. 21, 1878
Charlotte Lake View	Dec. 16, 1878
Chautauqua Lake	Nov. 26, 1878
Chemung (lessor)	Nov. 20, 1878
Chemung (lessee)	Nov. 20, 1878
Cherry Valley, Sharon and Albany	Nov. 15, 1878

Name of Company.	Report filed.
Clayton and Theresa	Nov. 25, 1878
Clove Branch	Dec. 9, 1878
Coney Island Beach	Dec. 10, 1878
Coney Island High and Low Water Mark	Nov. 29, 1878
Coney Island and Rockaway	Nov. 29, 1878
Coney Island Surf	Nov. 19, 1878
Cooperstown and Susquehanna Valley	Nov. 12, 1878
Corning, Cowanesque and Antrim (lessor)	Nov. 19, 1878
Corning, Cowanesque and Antrim (lessee)	Nov. 19, 1878
Delhi and Middletown	Dec. 2, 1878
Dunkirk, Allegany Valley and Pittsburgh	Nov. 29, 1878
Elmira, Jefferson and Canandaigua (lessor)	Nov. 20, 1878
Elmira, Jefferson and Canandaigua (lessee)	Nov. 20, 1878
Elmira State Line (lessor)	Nov. 20, 1878
Elmira State Line (lessee)	Nov. 20, 1878
Elmira and Williamsport (lessor)	Nov. 8, 1878
Elmira and Williamsport (lessee)	Nov. 20, 1878
Erie	Dec. 16, 1878
Erie International	Dec. 16, 1878
Erie and Genesee Valley	Dec. 9, 1878
Fishkill and Newburgh	Dec. 3, 1878
Flushing, North Shore and Central	Dec. 31, 1878
Fonda, Johnstown and Gloversville	Nov. 26, 1878
Garnerville	Nov. 14, 1878
Geneva, Hornellsville and Pine Creek	Oct. 7, 1878
Geneva, Ithaca and Sayre	Nov. 26, 1878
Geneva and Lyons	Dec. 21, 1878
Glendale and East River	Dec. 2, 1878
Glen's Falls	Nov. 28, 1878
Gloversville and Northville	Nov. 26, 1878
Goshen and Deckertown	Nov. 4, 1878
Greene	Nov. 22, 1878
Greenwich and Johnsonville	Nov. 27, 1878
Harlem River and Port Chester	Nov. 11, 1878
Hudson Suspension Bridge and New England	Jan. 15, 1879
Ithaca, Auburn and Western	Nov. 14, 1878
Jersey City and Albany (lessor)	Nov. 27, 1878
Jersey City and Albany (lessee, letter)	No report.
Junction	Dec. 21, 1878
Kingsbridge and Yonkers	Nov. 16, 1878

Name of Company.	Report filed.
Kings County	Nov. 29, 1878
Kings County Central	Jan. 13, 1879
Lake Champlain and Moriah	Nov. 20, 1878
Lake Shore and Michigan Southern	Dec. 3, 1878
Lawrenceville and Erie	Dec. 20, 1878
Lockport and Buffalo	Nov. 30, 1878
Long Island	Dec. 31, 1878
Manhattan	Nov. 30, 1878
Marginal	Dec. 23, 1878
Marine	Dec. 2, 1878
Metropolitan Elevated	Dec. 6, 1878
Metropolitan Transit	Jan. 7, 1879
Middle Central	Oct. 13, 1878
Middleburgh and Schoharie	Nov. 26, 1878
Middletown and Crawford	Dec. 4, 1878
Middletown, Unionville and Water Gap (lessor)	Dec. 11, 1878
Middletown, Unionville and Water Gap (lessee)	No report.
Midwout. Amersport and Coney Island	Dec. 18, 1878
Monroe and Greenwood Lake	Nov. 20, 1878
Montgomery and Erie	Oct. 14, 1878
Nanuet and New City	Dec. 3, 1878
Newburgh, Dutchess and Connecticut	Dec. 7, 1878
Newburgh and New York	No report.
New England, New York and Pennsylvania	Jan. 18, 1879
Newtown and Flushing	No report.
New York and Albany	Nov. 25, 1878
New York, Bay Ridge and Jamaica	Dec. 2, 1878
New York, Brooklyn and Sea Shore	Dec. 2, 1878
New York and Canada (lessor)	Nov. 27, 1878
New York and Canada (lessee)	Nov. 27, 1878
New York Central and Hudson River	Dec. 21, 1878
New York Central Niagara River	Nov. 16, 1878
New York City and Northern	Nov. 30, 1878
New York Elevated	Nov. 28, 1878
New York and Harlem (lessee; see Horse Roads)	Dec. 21, 1878
New York, Housatonic and Northern (letter)	Nov. 18, 1878
New York, Lake Erie and Western	Dec. 16, 1878
New York and Mahopac	Nov. 22, 1878
New York and Manhattan Beach	Dec. 2, 1878
New York and New England (letter)	No report.

Name of Company.	Report filed.
New York and Oswego Midland	Nov. 27, 1878
New York Quick Transit.....	Nov. 11, 1878
New York and Sea Beach.....	Nov. 21, 1878
New York, Sea Beach and Coney Island.....	No report.
New York and South Side.....	No report.
New York and Rockaway.....	No report.
New York and Rockaway Beach.....	Abandoned.
New York Underground Railway Extension	Nov. 6, 1878
New York, Westchester and Boston (receiver).....	Dec. 17, 1878
New York, Westchester and Putnam (letter).....	No report.
New York, West Shore and Chicago.....	Dec. 19, 1878
New York, Woodhaven and Rockaway.....	Dec. 4, 1878
Niagara Bridge and Canandaigua.....	Jan. 17, 1879
Niagara Falls Branch.....	Nov. 18, 1878
Nyack and Northern	Nov. 29, 1878
Ocean Palace Elevated.....	Dec. 6, 1878
Ogdensburgh and Lake Champlain.....	Nov. 20, 1878
Ogdensburgh and Morristown.....	Nov. 29, 1878
Olean, Bradford and Warren.....	Dec. 6, 1878
Ontario Southern.....	Nov. 26, 1878
Orange County.....	Abandoned.
Oswego and Rome.....	Nov. 16, 1878
Oswego and Syracuse.....	Nov. 22, 1878
Pennsylvania Erie Coal and Railway.....	No report.
Penn Yan and Geneva.....	No report.
Penn Yan and New York	Dec. 13, 1878
Port Jervis and Monticello.....	Dec. 5, 1878
Poughkeepsie, Hartford and Boston.....	Nov. 22, 1878
Rensselaer and Saratoga (lessor).....	Nov. 28, 1878
Rensselaer and Saratoga (lessee).....	Nov. 27, 1878
Rhinebeck and Connecticut.....	Nov. 26, 1878
Rochester and Genesee Valley.....	Dec. 3, 1878
Rochester, Nunda and Pittsburgh.....	Nov. 15, 1878
Rochester and State Line	Jan. 14, 1879
Rockaway Elevated.....	Dec. 6, 1878
Rome and Clinton	Nov. 26, 1878
Rome, Watertown and Ogdensburgh.....	Nov. 22, 1878
Rye Lake	Nov. 30, 1878
Saratoga and Schenectady.....	Nov. 28, 1878
Schenectady and Duanesburgh	Nov. 27, 1878

Name of Company.	Report filed.
Schoharie Valley	Nov. 30, 1878
Sedge Bank	Abandoned.
Sheepshead Bay and Coney Island.....	Dec. 5, 1878
Silver Lake.....	Nov. 30, 1878
Skaneateles	Dec. 19, 1878
Smithtown and Port Jefferson	Nov. 18, 1878
Southern Central	Nov. 27, 1878
Southern Hempstead Branch.....	Jan. 17, 1879
Southern of Long Island.....	Jan. 20, 1879
Southfield Branch	Dec. 2, 1878
Springville and Sardinia	Dec. 17, 1878
Spuyten Duyvil and Port Morris.....	Nov. 22, 1878
Staten Island	Dec. 5, 1878
Sterling Mountain	Dec. 2, 1878
Suspension Bridge and Erie Junction.....	Dec. 16, 1878
Syracuse, Binghamton and New York.....	Nov. 22, 1878
Syracuse, Chenango and New York.....	Nov. 15, 1878
Syracuse, Geneva and Corning (lessor).....	Nov. 19, 1878
Syracuse, Geneva and Corning (lessee).....	Nov. 19, 1878
Syracuse Junction	Nov. 9, 1878
Syracuse, Phoenix and Oswego.....	Dec. 21, 1878
Tioga and Savonia.....	No report.
Troy and Bennington.....	Nov. 15, 1878
Troy and Boston	Jan. 16, 1879
Troy and Greenbush	Oct. 21, 1878
Troy Union	Jan. 16, 1879
Ulster and Delaware	Nov. 30, 1878
Union	Feb. 10, 1879
Utica and Black River.....	Nov. 29, 1878
Utica, Chenango and Cortland	Nov. 9, 1878
Utica, Chenango and Susquehanna Valley.....	Nov. 22, 1878
Utica, Clinton and Binghamton	Nov. 28, 1878
Utica and Fair Ground.....	Abandoned.
Utica and Ilion Narrow Gauge.....	Abandoned.
Utica, Ithaca and Elmira Railway	Dec. 2, 1878
Valley	Nov. 22, 1878
Wallkill Valley	Nov. 26, 1878
Warwick Valley.....	Dec. 3, 1878
Waverly and State Line (lessor)	Nov. 28, 1878
Waverly and State Line (lessee).....	No report.

Name of Company.	Report filed.
Westchester County	No report.
West Shore Hudson River	No report.
West Troy and Green Island	Nov. 28, 1878

Street or Horse Roads.

Albany	Nov. 18, 1878
Amsterdam	Dec. 5, 1878
Astoria and Hunter's Point (lessor)	Dec. 12, 1878
Astoria and Hunter's Point (lessee)	Dec. 3, 1878
Atlantic Avenue	Dec. 2, 1878
Auburn and Owasco Lake	Nov. 28, 1878
Babylon	Dec. 2, 1878
Bleecker Street and Fulton Ferry	Jan. 23, 1879
Broadway (Brooklyn)	Nov. 26, 1878
Broadway and Seventh Avenue	Nov. 29, 1878
Brooklyn City	Nov. 15, 1878
Brooklyn City and Newtown	Dec. 9, 1878
Brooklyn and Coney Island	Abandoned.
Brooklyn Crosstown	Nov. 20, 1878
Brooklyn, Winfield and Newtown	Jan. 17, 1879
Buffalo East Side Street	Dec. 3, 1878
Buffalo Street	Dec. 3, 1878
Bushwick	Nov. 15, 1878
Carnarsie and Flatbush	No report.
Central City (Syracuse)	Oct. 21, 1878
Central Crosstown	Dec. 14, 1878
Central Park, North and East River	Nov. 14, 1878
Chambers Street	Abandoned.
Christopher and Tenth Street	Dec. 14, 1878
City (Poughkeepsie)	Nov. 19, 1878
Coney Island and Brooklyn	Nov. 28, 1878
Dry Dock, East Broadway and Battery	Nov. 18, 1878
Dunkirk and Fredonia (lessor)	Nov. 19, 1878
Dunkirk and Fredonia (lessee)	Nov. 19, 1878
East Brooklyn Railroad	Abandoned.
East Genesee Street and Seward Avenue	Nov. 28, 1878
Eighth Avenue	Nov. 28, 1878
Elmira and Horseheads	Oct. 14, 1878
Fifth Ward	Oct. 25, 1878
Fonda and Fultonville	Nov. 14, 1878
Forty-second Street Crosstown	Nov. 7, 1878

Name of Company.	Report filed.
Forty-second Street and Grand Street Ferry	Dec. 9, 1878
Forty-second Street, Manhattanville and St. Nicholas Avenue	Dec. 30, 1878
Frankfort and Ilion	Dec. 2, 1878
Genesee and Water Street	Nov. 11, 1878
Gloversville and Kingsboro	Nov. 30, 1878
Grand Street and Newtown	Nov. 13, 1878
Grand Street, Prospect Park and Flatbush	Nov. 28, 1878
Greenpoint, Prospect Park and Greenwood	Oct. 19, 1878
Harlem Bridge, Morrisania and Fordham	Nov. 27, 1878
Herkimer and Mohawk	Nov. 16, 1878
Houston, West Street and Pavonia Ferry	Nov. 26, 1878
Ilion Street	Abandoned.
Jamaica, Woodhaven and Brooklyn	Oct. 8, 1878
Jerome Park Branch	Nov. 1, 1878
Johnstown, Gloversville and Kingsboro (lessor)	Oct. 12, 1878
Johnstown, Gloversville and Kingsboro (lessee)	Oct. 21, 1878
Kingston and Roundout	Oct. 14, 1878
Long Island City and Calvary Cemetery	Nov. 29, 1878
Long Island City Shore	Nov. 28, 1878
Mohawk and Ilion	Dec. 2, 1878
New Brighton and Onondaga Valley	Dec. 10, 1878
New York, Brooklyn and Sea Beach	Jan. 11, 1879
New Williamsburgh and Flatbush	Nov. 21, 1878
Ninth Avenue	Nov. 28, 1878
North Second Street and Middle Village	Nov. 30, 1878
One Hundred and Twenty-fifth Street	Nov. 18, 1878
Prospect Park and Clarkson street	Jan. 11, 1879
Prospect Park and Coney Island	Dec. 5, 1878
Prospect Park and Flatbush	Nov. 27, 1878
Rochester City and Brighton	Nov. 20, 1878
Rochester and Irondequoit	Feb. 3, 1879
Second Avenue	Dec. 3, 1878
Sixth Avenue	Dec. 2, 1878
South Brooklyn Central	Dec. 3, 1878
South Ferry	Nov. 30, 1878
South Ferry and Prospect Park	Abandoned.
Staten Island Shore	Nov. 30, 1878
Syracuse and Geddes	Nov. 20, 1878
Syracuse and Onondaga	Nov. 28, 1878

Name of Company.	Report filed.
Third Avenue	Nov. 27, 1878
Troy and Albia	Nov. 13, 1878
Troy and Cohoes	Nov. 7, 1878
Troy and Lansingburgh	Nov. 7, 1878
Twenty-third Street	Dec. 13, 1878
Utica and Mohawk	Oct. 10, 1878
Van Brunt Street and Erie Basin	Dec. 18, 1878
West End and Glenwood	Nov. 16, 1878
Washington Street and State Asylum	Nov. 30, 1878
Watervliet Turnpike and Railroad	Nov. 25, 1878

Also the

Delaware and Hudson Canal Company (Lackawanna and Susquehanna)	Nov. 27, 1878
New Jersey and New York Railroad	Dec. 3, 1878
New York, New Haven and Hartford Railroad	Nov. 14, 1878
Northern of New Jersey	Nov. 29, 1878

The total number of companies required to report is 279.

The report of that part of the New York and Harlem, operated as a horse road, was filed Dec. 21st, and of the Utica, Clinton and Binghamton, Nov. 28.

Reports have also been received from C. S. Gunther, owner of a road formerly the property of the Brooklyn, Bath and Coney Island Railroad Company—foreclosed, and sold in 1868—and since operated by the owner; also from the Allegheny Valley Railroad Company, that for a portion of the year operated the Buffalo, Corry and Pittsburgh Railroad property, now owned by William E. Lewis, and operated by him, under the name of Chautauqua Lake Railroad; also from the Harlem Extension Railroad South Coal Transportation Company, a Vermont corporation, that is operating the Harlem Extension Division of the New York, Boston and Montreal Railroad, which was foreclosed, and is now the property of the bondholders. The owners of the above roads have expressed their intention to form new companies, and the reports have, therefore, been included in the tables.

The first railroad company formed under the laws of this State was the Mohawk and Hudson, from Albany to Schenectady, and now part of the New York Central and Hudson River Railroad. This company was incorporated by chap. 253, laws of 1826. But the

oldest company now operating railroads in this State is the Delaware and Hudson Canal Company. This company was incorporated by chap. 238, laws of 1823, for the purpose of constructing and maintaining canal and slack water navigation between the Hudson and Delaware rivers. They now own, lease, and operate 491.34 miles of road in this State, besides several lines in Pennsylvania.

The longest line of road in this State belongs to the New York Central and Hudson River Railroad Company, and the shortest road is the Buffalo Erie Basin Railroad.

REPORTS.

On the first of October, blank forms for the annual report were sent to the different companies, with a circular letter urging them to report as soon as possible. On the twenty-fifth of October, a number of imperfect returns having been received, a circular was issued to all companies requesting full reports, and on the first of November another circular was sent to all companies which had not then reported, urging a report by December 1st. Yet there were 110 companies which failed to report at the time required by law, and thereby rendered themselves liable to a penalty of \$250 for failure to report, and \$25 per day until report was received. The companies which failed to report promptly are as follows:

STEAM ROADS.

	Date of receiving reports.
Adirondack	Jan. 7, 1879
Bath and Hammondsport	Dec. 12, 1878
Black River and Morristown	Dec. 23, 1878
Black River and St. Lawrence	Dec. 14, 1878
Boston, Albany and Schenectady	Dec. 6, 1878
Boston, Hoosac Tunnel and Albany	Dec. 6, 1878
Boston, Hoosac Tunnel and Western	Dec. 9, 1878
Boston, New York and Chicago	Dec. 5, 1878
Brooklyn, Coney Island and Rockaway	No report.
Brooklyn and Rockaway Beach	Jan. 13, 1879
Buffalo Creek Extension	No report.
Buffalo Crosstown	No report.
Buffalo, New York and Philadelphia	Dec. 5, 1878
Buffalo and Niagara Slip	Dec. 16, 1878
Buffalo and Southwestern	Dec. 14, 1878
Buffalo, Syracuse and Albany	Dec. 14, 1878

	Date of receiving reports.
Central Saratoga	Dec. 21, 1878
Charlotte Lake View	Dec. 16, 1878
Clove Branch	Dec. 9, 1878
Coney Island Beach	Dec. 10, 1878
Erie International	Dec. 16, 1878
Erie and Genesee Valley	Dec. 9, 1878
Fishkill and Newburgh	Dec. 3, 1878
Flushing, North Shore and Central	Dec. 31, 1878
Geneva and Lyons	Dec. 21, 1878
Hudson, Suspension Bridge and New England	Jan. 15, 1879
Junction	Dec. 21, 1878
Kings County Central	Jan. 13, 1879
Lake Shore and Michigan Southern	Dec. 3, 1878
Lawrenceville and Erie	Dec. 20, 1878
Long Island	Dec. 31, 1878
Marginal	Dec. 23, 1878
Metropolitan Elevated	Dec. 6, 1878
Metropolitan Transit	Jan. 7, 1879
Middletown and Crawford	Dec. 4, 1878
Middletown, Unionville and Water Gap (lessor)	Dec. 11, 1878
Midwout, Amersport and Coney Island	Dec. 18, 1878
Nanuet and New City	Dec. 3, 1878
Newburgh, Dutchess and Connecticut	Dec. 7, 1878
Newburgh and New York	No report.
New England, New York and Pennsylvania	Jan. 18, 1879
Newtown and Flushing	No report.
New York Central and Hudson River	Dec. 21, 1878
New York and Harlem (see Horse Roads)	Dec. 21, 1878
New York, Lake Erie and Western (also Erie)	Dec. 16, 1878
New York and New England	No report.
New York and Rockaway	No report.
New York and Rockaway Beach	No report.
New York, Sea Beach and Coney Island	No report.
New York and South Side	No report.
New York, Westchester and Boston (Receiver)	Dec. 17, 1878
New York, Westchester and Putnam	No report.
New York, West Shore and Chicago	Dec. 19, 1878
New York, Woodhaven and Rockaway	Dec. 4, 1878
Niagara Bridge and Canandaigua	Jan. 17, 1879

	Date of receiving reports.
Ocean Palace Elevated	Dec. 6, 1878
Olean, Bradford and Warren	Dec. 6, 1878
Orange County	No report.
Pennsylvania Erie Coal and Railway	No report.
Penn Yan and Geneva	No report.
Penn Yan and New York	Dec. 13, 1878
Port Jervis and Monticello	Dec. 5, 1878
Rochester and Genesee Valley	Dec. 3, 1878
Rochester and State Line	Jan. 14, 1879
Rockaway Elevated	Dec. 6, 1878
Sedge Bank	No report.
Sheepshead Bay and Coney Island	Dec. 5, 1878
Skaneateles	Dec. 19, 1878
Southern Hempstead Branch	Jan. 17, 1879
Southern of Long Island	Jan. 20, 1879
Springfield and Sardinia	Dec. 17, 1878
Staten Island	Dec. 5, 1878
Suspension Bridge and Erie Junction	Dec. 16, 1878
Syracuse, Phoenix and Oswego	Dec. 21, 1878
Tioga and Savonia	No report.
Troy and Boston	Jan. 16, 1879
Troy Union	Jan. 16, 1879
Union	Feb. 10, 1879
Utica and Fair Ground	No report.
Utica and Ilion Narrow Gauge	No report.
Warwick Valley	Dec. 3, 1878
Westchester County	No report.
West Shore Hudson River	No report.

HORSE ROADS.

Amsterdam	Dec. 5, 1878
Astoria and Hunter's Point (lessor)	Dec. 12, 1878
Astoria and Hunter's Point (lessee)	Dec. 3, 1878
Bleeker Street and Fulton Ferry	Jan. 23, 1879
Brooklyn City and Newtown	Dec. 9, 1878
Brooklyn and Coney Island	No report.
Brooklyn, Winfield and Newtown	Jan. 17, 1879
Buffalo East Side Street	Dec. 3, 1878
Buffalo Street	Dec. 3, 1878
Carnarsie and Flatbush	No report.

	Date of receiving reports.
Central Crosstown	Dec. 14, 1878
Chambers Street	No report.
Christopher and Tenth Street	Dec. 14, 1878
East Brooklyn Railroad	No report.
Forty-second Street and Grand Street Ferry	Dec. 9, 1878
Forty-second Street, Manhattanville and St. Nicholas Avenue	Dec. 30, 1878
Ilion Street	No report.
New Brighton and Onondaga Valley	Dec. 10, 1878
New York, Brooklyn and Sea Beach	Jan. 11, 1879
Prospect Park and Clarkson Street	Jan. 11, 1879
Prospect Park and Coney Island	Dec. 5, 1878
Rochester and Irondequoit	Feb. 3, 1879
Second Avenue	Dec. 3, 1878
South Brooklyn Central	Dec. 3, 1878
South Ferry and Prospect Park	No report.
Twenty-third Street	Dec. 13, 1878
Van Brunt Street and Erie Basin	Dec. 18, 1878

The lessee of the Jersey City and Albany Railroad, and of the Middletown, Unionville and Water Gap Railroad ; the New Jersey Midland ; and the lessees of the Waverly and State Line, the Pennsylvania and New York Canal and Railway Company, have also failed to report.

On the third day of December the names of the above companies were sent to the Attorney-General.

In many cases the reports, when received, were found to be imperfect, and quite defective. They were not returned, but a letter requesting the necessary information was addressed to the officers, and, with a few exceptions, a courteous answer returned, showing that the defects in the reports was the result of carelessness.

Section 1, chapter 844, Laws of 1869, requires the lessees of leased roads to report concerning the *operations* of said roads, and relieves the lessors from reporting such operations. Many companies whose roads are leased after reporting stock and debts and cost of road and equipment leave the remainder of the blank form unfilled. The lessees, in reporting operations, are not required to report interest or dividends unless paid directly to the stock or bondholders ; in many instances they are not possessed of this information.

The Adirondack Railroad Company was incorporated by chapter

236, Laws of 1863. Since 1875, when the property of the company was placed in the hands of the receiver, he has refused to report concerning the finances of the road, and simply reports operations. The report does not, therefore, comply with the law. Section 2 of the act incorporating this company authorizes the company to hold 1,000,000 acres of lands in the wilderness in the northern part of this State, and that said lands shall be exempt from all taxation. Section 3 requires a report annually on the first Monday in January to the State Engineer and Surveyor of the quantity of lands sold by said company, and a description thereof. On the sixth day of January the receiver reported that the company had not sold, or contracted to sell, any of its lands during the year, or since the last report.

The Suspension Bridge and Erie Junction Railroad is leased to the New York, Lake Erie and Western Railroad Company. The lessors have this year neglected to report cost of road, and an inquiry addressed to the lessees, asking for the amount expended during the year by the latter, has also failed to receive proper attention, although these items have heretofore been reported. The report of this company is, therefore, imperfect.

The Newburgh and New York Railroad is reported leased by the New York, Lake Erie and Western Railroad Company. No report has been made by the former company since 1868. Homer Ramsdell was then president. In a letter received from him the 17th of January, 1879, he says: the road was merged into the Erie Railroad. Inquiries addressed to the office of the New York, Lake Erie and Western Railroad Company fail to gain any satisfactory information on the subject. Therefore, this company has not complied with the requirements of the law.

The Pennsylvania, Erie Coal and Railway Company was formed by consolidating the Pittsburgh, Buffalo and Rochester Railway Company, the Brandy Camp Railway Company, both Pennsylvania corporations, and the Buffalo, Bradford and Pittsburgh Railroad Company, a corporation formed under the laws of this State, and also of Pennsylvania. The agreement and certificate was filed in the office of the Secretary of State, July 19, 1875. This company has refused to report in the manner required by law. The Buffalo, Bradford and Pittsburgh division of the road is operated by the New York, Lake Erie and Western Railroad Company, under a lease made prior to the consolidation.

The Bleecker Street and Fulton Ferry Railroad is leased to the

Twenty-third Street Railroad Company. On the Twenty-first of January, after sending several letters to this company, a letter was received with a partial report; but not fulfilling the requirements of the law.

The Niagara Bridge and Canandaigua Railroad is leased to the New York Central and Hudson River Railroad. No report has been filed by this company since 1875. After several urgent requests for a report, one was received signed by the secretary. This company has, therefore, not properly complied with the law.

The New York and Rockaway and the Newtown and Flushing Railroads are leased to the Long Island Railroad Company. These companies have not reported since 1875, and in answer to inquiries addressed to the lessees, they say they do not know who the present officers are, or the address of the companies.

No report has been made by the following companies, but a letter has been received stating that the projects have been abandoned:

Brooklyn and Coney Island.
Buffalo Creek Extension.
Buffalo Crosstown.
Chambers Street.
East Brooklyn Railroad.
Ilion Street.
New York and Rockaway Beach.
Orange County.
Sedge Bank.
South Ferry and Prospect Park.
Utica and Fair Ground.
Utica and Ilion Narrow Gauge.

No reports have been received from the following corporations:

Carnarsie and Flatbush.
New York, Sea Beach and Coney Island.
New York and South Side.
Penn Yan and Geneva.
Tioga and Savonia.
Westchester County.
West Shore Hudson River.

The following roads have only reported in form of letter:

Brooklyn, Coney Island and Rockaway.

Jersey City and Albany (lessee).
New York, Housatonic and Northern.
New York and New England.
New York, Westchester and Putnam.
Waverly and State Line (lessee).

The companies that have become extinct during the year are as follows :

Bay Ridge and Sea Shore.
Boonville and Port Ontario.
Buffalo and Jamestown.
Central, of Staten Island.
East Brooklyn Railway.
Erie.
Hempstead and Smithtown.
Hudson Tunnel.
Iron Hill.
New Jersey and New England.
New York and New Jersey.
New York State.
Pine Plains and Rhinebeck.
Poughkeepsie City.
Rochester and Charlotte Boulevard and Railroad Company.
St. Lawrence Valley.
Utica, Ithaca and Elmira Railroad.
Water and Clinton Street.
Yonkers.

There are, therefore, six companies who have reported by letter ; 12 who report the projects abandoned ; 11 that have not reported, and 20 that have become extinct during the year.

The tardiness on the part of the different railroad corporations in reporting, and the imperfections in their reports, so embarrass and delay the compiling of the tables, that I respectfully recommend the prosecution of all companies who have not complied with the requirements of the law.

CAPITAL STOCK.

The total paid-up capital invested in the steam railroads reporting in this State is \$409,945,754.25 ; and the proportion for this State, pro-rating the roads lying partly in this State and adjoining States, is

\$305,816,591.41. This is an increase in the total aggregate of \$7,255,616.49. The paid-up capital of the horse roads amounts to \$23,201,130.36—a decrease of \$42,367.63. (This decrease was caused by roads reducing stock.)

DEBT.

The funded debt of steam roads is reported at \$338,034,527.14, and the floating debt at \$22,401,437.64, making a total debt liability of \$360,435,964.78, and a total for this State of \$269,392,157.12. These totals show an increase for the year of \$5,422,606.08 for the funded debt, and \$8,123,682.41 decrease for the floating debt. The funded debt of the horse roads is reported at \$15,756,976.93—an increase of \$195,762.50, and the floating debt at \$2,371,854.90—an increase of \$223,210.57.

The aggregate of the stock and debts for the steam roads amounts to \$770,381,719.03, of which \$575,208,748.53 is the proportion for this State, and is an average of \$99,998 per mile of road built in this State.

The aggregate for the horse roads is \$41,329,962.19—an average of \$97,012 per mile.

The total for both steam and horse roads is \$811,711,681.22.

COST OF ROAD AND EQUIPMENT.

The cost of road and equipment of steam roads amounts in the aggregate to \$661,078,126.35—an increase of \$23,205,057.61, and the proportion for this State is \$492,088,933.89. The cost of road and equipment is equal to \$85,549 per mile of road in this State.

For the horse roads these items amount to \$40,316,371.44 in the aggregate—an increase during the year of \$710,488.33, and is equal to \$94,639 per mile.

The total cost of all the roads in this State is \$532,405,305.33.

CHARACTERISTICS OF ROAD.

The total number of miles of road built and operated (main line and branches), including leased lines out of the State, is 8,390.73, of which 5,752.24 miles are in this State. The double track, including sidings, amounts to 4,358.33 miles. There have been 179.79 miles of steam and 8.24 miles of horse railroads built during the year.

The total miles of road owned by horse railroad companies is 426.03, and the double track and sidings is 278.19 miles.

The steam railroads doing business in this State own 2,801 engines, 1,993 first-class passenger cars, 358 second-class passenger and emigrant cars, 741 mail, baggage, and express cars, and 59,413 freight cars.

Of the 279 steam roads in this State, 47 companies operate their own and other roads; five are operated by receivers, and one is leased and operated by an individual.

There are, also, seven corporations formed under the laws of other States, leasing and operating roads in this State; a total of 60.

There are 61 horse railroad companies that operate their own and other roads. Two steam roads, the New York and Harlem, and the Utica, Clinton and Binghamton, operate part of their road as horse roads; and two are leased and operated by individuals; a total of 65.

There are, also, two steam roads owned and operated by individuals.

There are 70 steam and four horse roads leased and operated by other roads; and one road owned by individuals is operated by a steam railroad company. Seventy-three steam and 15 horse railroads are not in operation.

BUSINESS OF THE YEAR.

The number of passengers carried by the steam roads was 48,769,084, an increase of 8,756,863, classifying the roads last year to correspond with present report; and an average of 20.84 miles was traveled by each passenger.

The horse roads carried 244,290,364 passengers during the year, an increase of 5,748,628.

The number of tons of freight carried by steam roads was 38,320,573, an increase of 3,335,792.

EARNINGS.

The earnings for the year in the aggregate are \$89,449,433.99, for the steam roads, an increase of \$4,328,646.43.

For the horse roads \$13,090,515.19, an increase of \$135,971.46. The earnings from the passengers were \$23,933,749.20; and from freight, \$58,045,197.83; and miscellaneous, \$7,470,486.96. The proportion of the above total for this State is \$61,945,591.40, for the steam roads.

OPERATING EXPENSES.

The total amount expended for maintaining and operating the steam roads for the year was \$55,807,840.62, a decrease of \$96,008.89.

The proportion for this State is \$40,224,766.18.

These expenses for the horse roads amount to \$8,906,426.05, a decrease of \$352,979.98.

* INTEREST.

The interest for our railroads for 1878 aggregate the sum of \$15,558,202.47, of which \$14,418,030.10 was paid by the steam railroad companies. The proportion of this State being \$12,625,245.27, and the balance \$1,140,172.37, was paid by the horse roads.

This is an increase of \$194,739.04, and \$33,951.05 respectively.

* DIVIDENDS.

There was paid for dividends \$14,642,164.45 by the steam railroad companies, an increase of \$2,028,979.82; and by the horse companies \$1,918,104.30, an increase of \$366,835.68.

The proportion for this State is \$8,855.790.76, for the steam roads.

ACCIDENTS TO PERSONS.

The record of accidents upon the steam roads for the year show 322 persons killed, and 567 injured, a total of 889. Of those killed, 11 were passengers, 88 employees, and 223 others.

The total horse road accidents were 155, of which 44 were fatal; 5 of those killed were passengers, 9 employees, and 30 others.

CONDITION OF OUR ROADS.

The railroads of this State probably were never in better condition than they are now. This is evident from the few serious accidents attributed to imperfect roadway. Upon the whole, the roads of our State are fully equal to those of other States. This favorable showing must be credited to the companies themselves, the State having no immediate supervision over the details of the roads, and only requiring an annual report of their operations, earnings, expenses, etc. It is now conceded by the railroad commissioners of other States that their chief power lies in publicity, and that their supervisory powers are a secondary consideration. The first is by law vested in the State Engineer and Surveyor of this State, and,

* These items are nearly correct. It was impossible to obtain them properly divided as to interest and dividends, from some of the companies.

considering our system has been in use twenty-six years without serious complaint, we may safely conclude that if the change is made in the form of report which we have herein recommended, the present laws amply provide for the proper supervision of the railroads.

The following deductions have been made from the reports :

Roads Operated with Steam.

Average number of miles traveled by each passenger,	20.84
Average number of passengers in each train.....	47.76
Average number of miles each ton of freight was transported :	151.54
Average number of tons in each train	151.03
Aggregate movement of passenger trains is equivalent to passing over the road.....	2,536 times.
Aggregate movement of passenger trains is equivalent to passing over entire single track.....	1,669 times.
Aggregate movement of freight trains is equivalent to passing over the road	4,588 times.
Aggregate movement of freight trains is equivalent to passing over the entire single track.....	3,019 times.
Average number of trains passing daily over the road, about	19½
Average number of trains passing daily over the entire single track, about.....	12½
Average cost, per mile of road, for maintaining roadway	\$1,590 56
Average cost, per mile of road, for repairs of machinery,	1,106 40
Average cost, per mile of road, for operating road...	3,954 15
Average cost, per mile of single track, for maintaining roadway.....	1,046 82
Average cost, per mile of single track, for repairs of machinery	725 68
Average cost, per mile of single track, for operating road	2,602 40
Average sum received for carrying one passenger one mile	2.3543 cents.
Average sum received for transporting one ton of freight one mile.....	.9994 cents.
Average number of miles of travel for each passenger killed	92,416,450

Average number of miles of travel for each passenger killed and injured	19,180,772
Average number of passengers carried for each one killed	4,433,553
Average transportation expenses are 62.39 per cent of all the earnings.	
Net earnings are 8.58 per cent of capital stock paid in.	

Roads Operated with Horse Power, etc.

Average sum received for carrying each passenger ...	5.121 cents.
Average cost for carrying each passenger	3.646 cents.
Average transportation expenses are 68.04 per cent of gross earnings.	
Average number of passengers carried for each one killed	48,858,072
Average number of passengers carried for each one either killed and injured	4,362,327
Net earnings are 19.66 per cent of capital stock paid in.	

Respectfully submitted,

HORATIO SEYMOUR, JR.,

State Engineer and Surveyor.

NEW COMPANIES FORMED UNDER THE GENERAL RAILROAD LAW
DURING THE YEAR.*Addison, Osceola and Cowanesque Valley.*

Articles of association filed December 26, 1877. Located in the county of Steuben. Commencing at Addison and running thence by the most direct route to the State line between New York and Pennsylvania. Distance, 12 miles. Capital stock, \$120,000.

Albany and Vermont Railroad Company.

Amendments to old articles of association, filed February 9, 1878.

The Brooklyn, Coney Island and Rockaway Railroad Company.

Articles of association filed November 28, 1877. Located in the county of Kings. Commencing at a point in the town of Flatbush; thence along certain streets, avenues, and highways to Coney Island; over and across the bridge over Coney Island creek to a point known as Van Sicklen's house. Distance, $6\frac{1}{2}$ miles. Capital stock, \$300,000.

The Buffalo and Southwestern Railroad Company.

Articles of association filed December 11, 1877. Formerly the Buffalo and Jamestown Railroad Company. Sold the 11th day of September, 1877, by authority of the Supreme Court, and reorganized as the Buffalo and Southwestern Railroad. Located in the counties of Erie, Cattaraugus, and Chautauqua; commencing at Buffalo. Capital stock, \$943,800.

The Buffalo, Syracuse and Albany Railroad Company.

Articles of association filed January 29, 1878. Commencing at a point on the Erie canal, in the city of Buffalo, Erie county, to some convenient point in the city of Albany, Albany county. Distance, including branches from Rochester to Millgrove, Syracuse to Oswego, Rome to Carthage, Utica to Binghamton, is 668 miles. Capital stock, \$10,000,000.

The Canal Railroad Company.

Articles of association filed April 26, 1878. Located in Chemung county. Commencing near Clinton street, in the city of Elmira, and running thence by the most direct route to the village of Horseheads. Distance, six miles. Capital stock, \$60,000.

The Cayuga Southern Railroad Company.

Articles of association filed December 3, 1877. Located in Cayuga and Tompkins counties. Commencing at Cayuga and running along the eastern bank of Cayuga lake to Ithaca. Distance, 38 miles. Capital stock, \$425,000.

The Central Saratoga Railroad Company.

Articles of association filed October 23, 1877. Located in the counties of Schenectady and Saratoga. Commencing at a point at or near Schenectady, and running to a point in the village of Saratoga. Distance, 25 miles. Capital stock, \$500,000.

City Railroad Company of Poughkeepsie.

Articles of association filed October 26, 1877. Located in the city of Poughkeepsie, county of Dutchess. Running through certain streets and roads in said town of Poughkeepsie. Distance, five miles. Capital stock, \$85,000.

Coney Island and Rockaway Railway Company.

Articles of association filed March 14, 1878. Located in the counties of Kings and Queens. Commencing at Coney Island, in the town of Gravesend, and running in the most feasible route to near Rockaway beach, in the county of Queens. Length of road, six miles. Capital stock, \$6,000.

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company.

Articles of association filed August 29, 1878. Located in the city of New York. Commencing at Manhattan street and runs through certain streets, and terminating at Thirty-fourth street. Length, eight miles. Capital stock, \$900,000.

The Geneva and Lyons Railroad Company.

Articles of association filed October 5, 1877. Located in the counties of Ontario, Seneca, and Wayne. Commencing near the village of Geneva, and runs from thence to the village of Lyons. Distance, 15 miles. Capital stock, \$300,000.

The Kings County Railway Company.

Articles of association filed August 8, 1878. Located in Kings county. Commencing at the line of highwater of the Atlantic ocean,

on Coney Island, and running thence, by the most direct route, to Coney Island avenue. Length, three miles. Capital stock, \$30,000.

The Marine Railway Company.

Articles of association filed February 27, 1878. Located in the county of Kings. Commencing on Coney Island beach, at a point on the property of the New York and Manhattan Beach Railroad, running thence easterly along the beach, by the most direct route, to the easterly point of Coney Island. Distance, two miles. Capital stock, \$20,000.

Middle Central Railroad Company.

Articles of association filed March 29, 1878. Formerly Pennsylvania and Sodus Bay. Sold under authority of the Supreme Court on the 15th day of April, 1876, and was reorganized as the Middle Central Railroad. Located in the counties of Tioga, Tompkins, Seneca, and Wayne. Commencing at Spencer Junction, Tioga county, and terminating at Nicholas Point, on Great Sodus Bay, county of Wayne. Length not given. Capital stock, \$100.

The New England, New York and Pennsylvania Railroad Company.

Articles of association filed February 20, 1878. Located in Orange, Ulster, Greene, and Albany counties. Commencing at State line, between New York and New Jersey, at or near Greenwood lake, to a connection with the Albany and Susquehanna Railroad, at some convenient point in Albany county. Distance, in New York State, 100 miles. Capital stock, \$10,000,000.

The New York, Brooklyn and Sea Beach Railroad Company.

Articles of association filed June 21, 1878. Located in Kings county. Commencing at or near the foot of Thirty-sixth street, in the city of Brooklyn; thence through certain streets and avenues to the boundary line of the city of Brooklyn, and thence, by the most direct route, to a point where the New York and Sea Beach Railroad intersects the Bay Ridge and Manhattan Beach Railroad, terminating at or near said point of intersection. Length of road, $2\frac{1}{2}$ miles. Capital stock, \$50,000.

The New York City and Northern Railroad Company.

Articles of association filed March 1, 1878. Commencing at a point in New York city, and running thence, by the most feasible

route, along the **Harlem** river to near King's Bridge; thence north through **Yonkers**, **Greenburgh**, **Mount Pleasant**, **Ossening**, **New Castle**, **Yorktown**, **Somers**, **Carmel**, and **Southeast**, terminating at a point on the **Harlem Railroad**, at or near **Brewster's**, county of **Putnam**. Distance, 52 miles. Capital stock, \$2,250,000.

New York, Lake Erie and Western Railroad Company.

Articles of association filed April 27, 1878. Formerly the **Erie Railway**. Sold under foreclosure of mortgage on the 7th day of November, 1877, and reorganized as the **New York, Lake Erie and Western Railroad**. Capital stock, \$86,536,900.

New York, Sea Beach and Coney Island Railroad Company.

Articles of association filed September 5, 1878. Located in the county of **Kings**. Commencing at or near the points where **Forty-fifth** and **Forty-sixth** streets meet, in the city of **Brooklyn**, and thence, by the most feasible route, to a point where the **New York and Sea Beach Road** is at present completed, at or near the **New York and Manhattan Beach Railroad Company**. Length, three miles. Capital stock, \$850,000.

The Olean, Bradford and Warren Railroad Company.

Articles of association filed October 17, 1877. Located in the county of **Cattaraugus**. Commencing in the village of **Olean**, **N. Y.**, and runs thence southwesterly through the towns of **Olean** and **Alleghany** to a point on the State line between the States of **New York** and **Pennsylvania**. Distance, 10 miles. Capital stock, \$60,000.

The Prospect Park and Clarkson Street Railroad.

Articles of association filed January 28, 1878. Located in **Kings** county. Commencing upon **Flatbush** avenue, in the town of **Flatbush**, running thence through certain avenues, and terminating at the **Kings County Central Railroad**, near **Clarkson street**, in **Flatbush**. Distance, one mile. Capital stock, \$25,000.

Rochester and Irondequoit Railway Company.

Articles of association filed March 28, 1878. Located in the county of **Monroe** and city of **Rochester**. Commencing at the junction of **East Main** and **North Paul** streets, and running through certain streets, terminates at a point in the town of **Irondequoit**. Length of road, $2\frac{1}{2}$ miles. Capital stock, \$25,000.

The Rockaway Elevated Railroad Company.

Articles of association filed November 15, 1877. Located in Queens county. Commencing at the Far Rockaway depot of the Long Island Railroad; thence along the main streets, across the bay to a point on the beach near Craig's pavilion; thence along the beach of the Atlantic Ocean westerly to the point of the Peninsula; thence around the point of the Peninsula, easterly along the bay to the place of beginning. Distance, 18 miles. Capital stock, \$500,000.

Springville and Sardinia Railroad Company.

Articles of association filed May 6, 1878. Located in Erie county. Commencing at Springville and runs easterly intersecting the Buffalo, New York and Philadelphia Railroad, at a point in the town of Sardinia, between the stations of Protection and Arcade. Length, 11 miles. Capital stock, \$50,000.

Utica, Ithaca and Elmira Railway Company.

Articles of association filed May 10, 1878. Located in the counties of Cortland, Tompkins, Schuyler, Tioga, Steuben, and Chemung. Commencing at the village of Cortland, county of Cortland, and terminating in the city of Elmira, county of Chemung. Length of road, 71 miles. Capital stock, \$2,000,000.

The Westchester County Railway Company.

Articles of association filed March 21, 1878. Located in Westchester county. Commencing at a point on Long Island, in the town of Pelham, and running thence to Mt. Vernon. Length of road, five miles. Capital stock, \$200,000.

The name of the following road was changed by order of the court:

Metropolitan Elevated Railroad.

Order changing name from Gilbert Elevated Railroad to Metropolitan Elevated Railroad Company was filed in the Secretary of State office, June 8, 1878.

ENACTMENTS.

Freight or wood cars, riding on, without permission.

An act to prevent accidents on railroads operated by steam power in the State of New York. Chapter 261, Laws of 1878.

Highway labor, commutation of, act to authorize, amended.

An act to amend chapter three hundred and forty-four of the Laws of eighteen hundred and seventy-seven, entitled "An act to authorize railroad corporations to pay commutation money for highway labor to the commissioners of highways of towns." Chapter 44, Laws of 1878.

Bath Ferry to Douw's Point.

An act to extend the time for the completion of a railroad authorized to be constructed by "An act to authorize the construction of a railroad from, at or near Bath Ferry, in the town of North Greenbush, to Douw's Point, in the town of East Greenbush, in the county of Rensselaer," passed May 14, 1875. Chapter 184, Laws of 1878.

Black River and St. Lawrence Railway Company.

An act to extend the time for the completion of the railroad of the Black River and St. Lawrence Railway Company. Chapter 97, Laws of 1878.

Brooklyn, Winfield and Newtown Railway Company.

An act to amend chapter five hundred and seventy-five of the Laws of eighteen hundred and seventy-four, entitled "An act in relation to the Brooklyn, Winfield and Newtown Railway Company." Chapter 206, Laws of 1878.

Lake Champlain to Dannemora Prison.

An act authorizing the construction and management of a railroad from Lake Champlain to Dannemora prison. Chapter 148, Laws of 1878.

New York and Albany Railroad Company.

An act to extend the time for the completion of the New York and Albany railroad. Chapter 319, Laws of 1878.

New York and New England Railroad Company.

An act extending the time for the completion of the New York and New England railroad. Chapter 213, Laws of 1878.

Ogdensburgh and Lake Champlain Railroad Company.

An act in relation to payment of railroad fares on the Ogdensburgh and Lake Champlain railroad. Chapter 258, Laws of 1878.

Queens County Railway Company.

An act to repeal chapter five hundred and fifty-six of the Laws of eighteen hundred and seventy-one, and chapter six hundred and thirty-three of the laws of eighteen hundred and seventy-two, both relative to the Queens County Railway Company. Chapter 51, Laws of 1878.

Staten Island and New Jersey Suspension Bridge and Railroad Company.

An act authorizing the Staten Island and New Jersey Suspension Bridge and Railroad Company to change its corporate name, and extending the time for the commencement of work by said corporation. Chapter 153, Laws of 1878.

Syracuse, Phoenix and Oswego Railroad Company.

An act to facilitate the construction of the Syracuse, Phoenix and Oswego railroad. Chapter 309, Laws of 1878.

Western Railroad Company.

An act to amend chapter two hundred and sixty-eight of the Laws of eighteen hundred and seventy-five, entitled "An act to incorporate the Western Railroad Company." Chapter 330, Laws of 1878.

List of Companies formed under the Laws of this State.

NAME OF COMPANY	Where Located.	Name changed to Albany and Schenectady in 1847.
1826.		
Mohawk and Hudson.....	Albany to Schenectady.....	Extinct.
1828.		
Canandaigua Railway and Transportation Co.....	Canandaigua and Erie Canal.....	Extinct.
Catskill and Ithaca.....	Catskill to Ithaca.....	Extinct.
Geneva and Canandaigua.....	Geneva to Canandaigua.....	Extinct.
Great Ausable.....	From Forks of Great Ausable to Port Kent on Lake Champlain.....	Extinct.
Hudson and Berkshire.....	Hudson to West Stockbridge, Mass.....	Reorganized as the Hudson and Boston in 1834.
Ithaca and Oswego.....	Ithaca to Oswego.....	Name changed to Cayuga and Susquehanna in 1843.
1830.		
Madison County.....	Chittenango to Cazenovia.....	Extinct.
Port Byron and Auburn.....	Port Byron to Auburn.....	Extinct.
Salina and Port Watson.....	Salina to Port Watson.....	Extinct.
1830.		
Canajoharie and Catskill.....	Canajoharie to Catskill.....	Partly built, and then abandoned.
Hudson and Delaware.....	Newburgh to Delaware River.....	Extinct.
1831.		
Bath and Crooked Lake.....	Bath to head of Crooked Lake.....	Extinct.
New York and Harlem.....	Twenty-third Street to Harlem River.....	In operation.
Rochester and Canal.....	Rochester.....	Name changed to Rochester Railroad in 1833.
Saratoga and Schenectady.....	Saratoga Springs to Schenectady.....	Leased to Rens. & Sar., and operated by Del. & Hud. Canal Co.
Troy Turnpike and Railroad.....	Troy to west line of Vermont.....	Abandoned.
1832.		
Albion and Tonawanda.....	Albion to Batavia.....	Extinct.
Auburn and Canal.....	Auburn to Erie Canal.....	Extinct.
Aurora and Buffalo.....	Aurora to Buffalo.....	Extinct.
Black River Company.....	Rome or Herkimer to Ogdensburg.....	Extinct.
Brooklyn and Jamaica.....	Brooklyn to Jamaica.....	Consolidated into Brooklyn Central and Jamaica in 1860.
Buffalo and Erie.....	Buffalo to Pennsylvania State Line.....	Consolidated with Lake Shore and Michigan Southern in 1869.
Danville and Rochester.....	Rochester to Dansville.....	Extinct.
Dutchess.....	Poughkeepsie to Connecticut State Line.....	Extinct.
Elmira and Williamsport.....	Elmira to Pennsylvania State Line.....	Extinct.
Fish House and Amsterdam.....	Fish House to Amsterdam.....	Extinct.
Ithaca and Geneva.....	Ithaca to Geneva.....	Extinct.
Lake Champlain and Ogdensburg.....	Lake Champlain to St. Lawrence River.....	Extinct.
Mayville and Portland.....	Portland Harbor to Mayville.....	Extinct.
New York and Albany.....	New York to Albany.....	Extinct.

LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where Located.	Remarks.
New York and Erie.....	New York to Lake Erie.....	Reorganized as Erie Railroad in 1860.
Onego.....	Cooperstown to Colliersville.....	Extinct.
Rensselaer and Saratoga.....	Troy to Ballston Spa.....	Leased and operated by Delaware and Hudson Canal Co.
Saratoga and Fort Edward.....	Saratoga to Fort Edward.....	Extinct.
Saratoga Springs and Schuylerville.....	Saratoga Springs to Schuylerville.....	Extinct.
Schoharie and Onego.....	From Canajoharie and Catskill Railroad to Susquehanna River.....	Extinct.
Tonawanda.....	Rochester to Attica.....	Consolidated into Buffalo and Rochester in 1850.
Utica and Susquehanna.....	Utica to New York and Erie Railroad.....	Extinct.
Warren County.....	Glen's Falls to Caldwell.....	Extinct.
Watertown and Rome.....	Rome to Watertown.....	Consolidated into Rome, Watertown and Ogdensburg in 1860.
1833.		
Binghamton and Susquehanna.....	Binghamton to Pennsylvania State Line.....	Extinct.
Buffalo and Black Rock.....	Buffalo to Black Rock.....	Extinct.
Rochester.....	Rochester.....	Formerly Rochester and Canal Railroad; extinct.
Utica and Schenectady.....	Schenectady to Utica.....	Consolidated into New York Central Railroad in 1853.
Whitehall and Rutland.....	Whitehall to Vermont Line.....	Extinct.
1834.		
Auburn and Syracuse.....	Auburn to Syracuse.....	Name changed to Rochester and Syracuse in 1860.
Buffalo and Niagara Falls.....	Buffalo to Niagara Falls.....	Consolidated into New York Central in 1855.
Castleton and West Stockbridge.....	Castleton to West Stockbridge, Mass.....	Name changed to Albany and West Stockbridge in 1836.
Ithaca and Port Renwick.....	Head of Cayuga Lake to Ithaca.....	Extinct.
Long Island.....	Greenport to Brooklyn.....	In operation.
Lockport and Niagara Falls.....	Lockport to Niagara Falls.....	Changed to Rochester, Lockport and Niagara Falls in 1850.
Manheim and Salisbury.....	From Utica and Schenectady Railroad to Nicholsville.....	
Medina and Darlen.....	Medina to Alexandria and Buffalo Road.....	Name changed to Mohawk and St. Lawrence Railroad in 1837.
Saratoga and Washington.....	Saratoga Springs to Whitehall.....	Extinct.
Warsaw and Le Roy.....	Warsaw to Le Roy.....	Reorganized as Saratoga and Whitehall in 1855.
1835.		
Kingsdon Turnpike and Railroad Company.....	Kingsdon.....	Extinct.
1836.		
Albany and West Stockbridge.....	Greenbush to West Stockbridge.....	Formerly Castleton and West Stockbridge; consolidated into Boston and Albany in 1871.
Attica and Buffalo.....	Attica to Buffalo.....	Consolidated into Buffalo and Rochester in 1860.
Attica and Sheldon.....	Attica to Sheldon.....	Extinct.
Auburn and Rochester.....	Auburn to Rochester.....	Consolidated as Rochester and Syracuse in 1850.
Black River.....	Canajoharie to Cornelia.....	Extinct.
Brewertown and Syracuse.....	Brewertown Bridge to Syracuse.....	Extinct.
Brooklyn, Fort Hamilton, Bath and Coney Island.....	Brooklyn to Coney Island.....	Extinct.

[illegible]

LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where located.	Remarks.
Rome and Port Ontario.....	Rome to Port Ontario.....	Extinct.
Trenton and Sacketts Harbor.....	Trenton to Sacketts Harbor.....	Extinct.
Tyrone and Geneva.....	Geneva to N. Y. and E. R. R.....	Extinct.
Warwick.....	Warwick to N. Y. and E. R. R.....	Extinct.
1838.		
Buffalo and Batavia.....	Buffalo to Batavia.....	Extinct.
Greene.....	Greene to N. Y. and E. R. R.....	Extinct.
Scottsville and Canandaigua.....	Scottsville to Attica and Rochester R. R.....	Extinct.
Sharon and Root.....	Great Western Turnpike to C. and C. R. R. in town of Root.....	Extinct.
1839.		
Adirondack.....	Adirondack Iron Works to Clear Pond, Essex Co.....	Extinct.
Cold Spring.....	Cattaraugus Co.....	Extinct.
Gilboa.....	Gilboa to Potter's Hollow.....	Extinct.
Oswego and Syracuse.....	Oswego to Syracuse.....	In operation.
1841.		
Skaneateles and Jordan.....	Skaneateles to Jordan.....	Formerly Skaneateles. Extinct.
1842.		
Goshen and Albany.....	Albany to Goshen.....	Extinct.
1843.		
Cayuga and Susquehanna.....	Ithaca to Oswego.....	Formerly Ithaca and Oswego. In operation.
1845.		
Attica and Hornellsville.....	Attica to Hornellsville.....	Name changed to Buffalo and New York City R. R. in 1851.
Canandaigua and Corning.....	Canandaigua to Corning.....	Name changed to Canandaigua and Elmira in 1852. Now Elmira, Jefferson and Canandaigua.
Chemung.....	Jefferson to N. Y. and E. R. R.....	Leased to New York, Lake Erie and Western R. R.
Northern.....	Ogdensburg to Lake Champlain.....	Reorganized as Ogdensburg and Lake Champlain in 1864.
Troy and Greenbush.....	Troy to Greenbush.....	Leased to New York Central and Hudson River R. R.
1846.		
Buffalo and Hinsdale.....	Buffalo to Hinsdale.....	Extinct.
Hudson River.....	New York to Albany.....	Consolidated into the New York C. and H. R. R. in 1869.
New York and Connecticut.....	Conn. State line to Harlem R. R.....	Extinct.
Northern Stockwater and R. R. Co.....	Port Kent to Moose River.....	Extinct.
Schenectady and Catskill.....	Schenectady to Catskill.....	Extinct.
Schenectady and Susquehanna.....	Schenectady to N. Y. and E. R. R.....	Extinct.

1847. Albany and Schoenectady	Albany to Schoenectady	Formerly Mohawk and Hudson. Consolidated into N. Y. C., 1855.
1848. Genesee	Genesee to Genesee Valley Canal	Extinct.
1849. Buffalo and State Line	Buffalo to Pennsylvania State line	Consolidated into Buffalo and Erie in 1867.
Niagara Falls and Lewiston	Niagara Falls to Lewiston	Extinct.
Troy and Boston	Troy to Mass. State line	In operation.
Troy and Rotterdam	Troy to Vermont State line	Extinct.
1850. Albany, Bennington and Rutland	Albany to Vermont State line	Extinct.
Batavia and Cheektowaga	Batavia to Cheektowaga	Extinct.
Buffalo and Confection Valley	Buffalo to Corning	Name changed to Buffalo, Corning and New York in 1862.
Buffalo and Rochester	Buffalo to Rochester	Formerly Attica and Tonawanda, but the Tonawanda. Consolidated into New York Central R. R. in 1883.
Plattsburgh and Montreal	Plattsburgh to Canada line	Reorganized as Montreal and Plattsburgh in 1883.
Rochester, Lockport and Niagara Falls	Lockport to Niagara Falls	Formerly Lockport and Niagara Falls. Consolidated in New York Central in 1883.
Rochester and Syracuse	Syracuse to Rochester	Formerly Auburn and Rochester, which consolidated with Rochester and Syracuse into the New York Central R. R. in '33.
Syracuse and Rochester Direct	Syracuse to Rochester	The property of this road was transferred to the Rochester and Syracuse in 1880.
Williamsport and Elmira	Elmira, N. Y., to Williamsport, Pa.	Reorganized as Elmira and Williamsport in 1860.
1851. Albany and Northern	Albany to Eagle Bridge	Name changed to Albany, Vermont and Canada in 1863.
Albany and Susquehanna	Albany to Kingston	Leased to Delaware and Hudson Canal Company.
Buffalo and New York	Buffalo to New York	Extinct.
Buffalo and New York City	Buffalo to New York	Name changed from Attica and Hornellsville. That portion from Buffalo to Attica was sold to the Buffalo, New York and Erie. That portion from Attica to Hornellsville changed to Buffalo Branch of the Erie.
Canandaigua and Niagara Falls	Canandaigua to Niagara Bridge	Reorganized as Niagara Bridge and Canandaigua R. R. in 1858.
Champlain and St. Lawrence	Rouse's Point to Canada line	Extinct.
Chautauque county	Center of Shulton to Penn. State line	Abandoned.
Corning and Blossburgh	Corning to Pennsylvania State line	Name changed to Blossburgh and Corning in 1854.
Mohawk Valley	Union to Schoenectady	Consolidated into New York Central in 1853.
Plattsburgh and Rouse's Point	Plattsburgh to near Rouse's Point	Abandoned.
Rochester and Genesee Valley	Rochester to Portage	Caused to the New York, Lake Erie and Western.
Sackett's Harbor and Ellsburgh	Sackett's Harbor to Ellsburgh	Name changed to Sackett's Harbor, Rome and New York.
Syracuse and Binghamton	Sackett's Harbor to Binghamton	Reorganized as Syracuse and Southern in 1856.
Troy and Binghamton	Roose Junction to Vermont State line	Now leased to Troy and Boston.
Troy and Bennington	Troy	Operated by the New York Central and Hudson River Railroad, Troy and Boston, Rensselaer and Saratoga Railroad.
Union	State line to Suffern	Leased to the New York, Lake Erie and Western.
1852. Albany and Saratoga	Albany to Saratoga	Abandoned.

* LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where located.	Remarks.
Attica and Allegheny Valley..... Buffalo, Corning and New York.....	Attica to north line of Pennsylvania..... Buffalo to Corning.....	Extinct. Formerly Buffalo and Conchocon Valley. That portion from Buffalo to Corning was sold to the Buffalo, New York and Erie Railroad in 1852.
Buffalo and Lockport..... Buffalo and Pittsburgh..... Buffalo, Pittsburgh and St. Louis..... Canandaigua and Elmira.....	Buffalo to Lockport..... Buffalo to Pennsylvania State line..... Buffalo to near Olean..... Canandaigua to Elmira.....	Consolidated into New York Central in 1853. Extinct. Consolidated into Buffalo, Bradford and Pittsburgh in 1852. Formerly Canandaigua and Corning. Changed to Elmira, Canandaigua and Niagara Falls.
Erie and New York City..... Flushing..... Genesee and Hudson..... Lake Ontario, Auburn and New York..... Lebanon Springs..... New York and New Rochelle..... New York and Troy..... Niagara Falls, Buffalo and New York.....	Little Valley creek to west line State of New York..... Flushing to point on East river, Kings Co., Rochester to Albany..... Fairhaven to Lake Ontario..... Troy to Ghent to Lebanon Springs..... New Rochelle to New York..... New York to Troy..... Suspension Bridge to Buffalo and New York City Railroad..... Canandaigua and Niagara Falls Railroad to Suspension Bridge..... Niagara Falls to Lewiston..... Watertown and Rome Railroad to Northern Railroad..... Rochester to Charlotte.....	In 1860, 38 miles was sold to the Atlantic and Great Western Railroad. Think balance abandoned. Reorganized as New York and Flushing Railroad in 1860. Extinct. Reorganized as Lake Ontario and Auburn in 1866. Consolidated into Harlem Extension in 1870. Extinct. Extinct. Extinct.
Niagara Falls and Lake Ontario..... Niagara River..... Potsdam and Watertown..... Rochester and Lake Ontario.....	Rochester to town of Mendon..... Sackett's Harbor to Saratoga and Schenectady Railroad..... Tottenville to Vanderbilt Landing..... New York..... Sodus Point to Gorham..... Syracuse..... Utica to Syracuse.....	Consolidated into Rome, Watertown and Ogdensburg in 1860. In 1853, this road, in connection with the Rochester, Lockport and Niagara Falls Railroad, consolidated with New York Central. Extinct. Name changed to Lake Ontario and Hudson River in 1857. In operation. Reorganized as Ontario Southern in 1876. Sold to Syracuse, Binghamton and New York in 1857. Extinct.
Rochester and Southern..... Sackett's Harbor and Saratoga..... Staten Island..... Sixth Avenue..... Sodus Point and Southern..... Union (Syracuse)..... Utica and Syracuse Straight Line.....	Albany to Saratoga Springs..... Utica to Clayton..... Brooklyn..... Buffalo to Attica and Allegheny Valley R. R. Tonawanda to Black Rock..... Canandaigua to Syracuse..... Clifton to South Clifton.....	Extinct. Reorganized as Utica and Black River in 1860. In operation. Consolidated with Buffalo and Washington in 1866. Abandoned. Extinct. Extinct.
Albany and Saratoga Springs..... Black River and Utica..... Brooklyn City..... Buffalo and Allegheny Valley..... Buffalo, Tonawanda and Niagara Falls..... Canandaigua and Syracuse..... Clifton and South Clifton.....		1853.

Clyde and Sodus Bay	Clyde to Sodus Bay	Abandoned.
Corning and Chenoweth	Corning to Utica	Extinct.
Division Avenue	Brooklyn to Williamsburgh	Extinct.
Harlem River and High Bridge	Mouth of Harlem river to Yonkers	Extinct.
Hicksville and Cold Springs Branch	Hicksville to Syosset	Extinct.
Lausburgh and Troy	Lausburgh to Troy	New owned by Long Island Railroad.
New York Central	Albany to Buffalo	Name changed to Troy and Lausburgh in 1860. In operation.
		Formed by consolidating the Albany and Schenectady, Schenectady and Troy, Utica and Schenectady, Syracuse and Utica, Rochester and Syracuse, Buffalo and Lockport, Mohawk Valley, Lockport and Niagara Falls in 1859. Now consolidated into the New York Central and Hudson River Railroad.
New York and Western	Division line of New York and New Jersey to Canandaigua	Project abandoned.
Ogdensburg, Clayton and Rome	Ogdensburg to Rome	Project abandoned.
Oswego, Northern and Eastern	Oswego to Rome and Watertown Railroad	Project abandoned.
Rochester and Pittsburgh	Rochester and Genesee Valley Railroad to Allegany Valley Railroad	Extinct.
Second Avenue	New York	In operation.
Syracuse, Utica Direct	Syracuse to Utica	Consolidated with the New York Central in 1853.
Third Avenue	New York	In operation.
Troy and Utica	Troy to Utica	Dissolved.
Utica and Binghamton	Utica to Binghamton	Dissolved.
Whitehall and Plattsburgh	Whitehall to Plattsburgh	Dissolved by Supreme Court.
Blossburgh and Corning	Corning to Pennsylvania State line	Formerly Corning and Blossburgh. Consolidated into Corning, Cwanesque and Antrim Railroad in 1873.
Manhattan Railway	New York	Extinct.
New York and Newburgh	New York to Newburgh	Extinct.
Oswego and Troy	Oswego to Troy	Extinct.
Utica and Waterville	Utica to Waterville	Extinct.
West Side	Albany to Sufertons	Extinct.
1853.		
Eighth Avenue	New York	In operation.
Hudson and Boston	Western Railroad to Hudson	Formerly Hudson and Berkshire; consolidated into Boston and Albany in 1871.
Oswego, Binghamton and New York	Oswego, Binghamton and New York	Abandoned.
Sackett's Harbor and Watertown	County of Jefferson	Extinct.
Saratoga and Whitehall	Saratoga Springs to Whitehall	Formerly Saratoga and Washington; now part of Rensselaer and Saratoga Railroad.
Washington County Central	Pittsford to town of Greenwich	Extinct.
1856.		
Albany, Vermont and Canada	Albany to Eagle Bridge	Formerly Albany Northern, which was dissolved and reorganized under this name; in 1850 reorganized as Albany and Vermont.
Genesee Valley	Avon to Mount Morris	Reorganized as Avon, Genesee and Mount Morris in 1860.
Lake Ontario and Auburn	Little Sodus Bay to near Ithaca	Formerly Lake Ontario, Auburn and New York; extinct.

LIST OF COMPANIES formed under the Laws of this State — (Continued).

NAME OF ROAD.	Where Located	Remarks.
Syracuse and Southern	Geddes to Binghamton	Formerly Syracuse and Binghamton; name changed to Syracuse, Binghamton and New York.
Westchester County	Harlem River to New Rochelle	Extinct.
1857.		
Buffalo and International	Buffalo	Extinct.
Buffalo, New York and Erie	Buffalo to Corning	Formerly Buffalo, Corning and New York, and Buffalo and New York City; now leased to New York, Lake Erie and Western.
Elmira, Canandaigua and Niagara Falls	Canandaigua to Watkins	Formerly Canandaigua and Elmira; reorganized as Elmira, Jefferson and Canandaigua in 1859.
Lake Ontario and Hudson River	Sackett's Harbor to S. & S. R. R.	Formerly Sackett's Harbor and Saratoga; name changed to Adirondack State and Railroad Company in 1860.
Mohawk and Moose River	New York Central Railroad to Moose River	Extinct.
Ogdensburg	Ogdensburg to Lake Champlain	Formerly Northern Railroad, but afterwards changed to Ogdensburg and Lake Champlain.
Piermont West Shore	New Jersey State Line to Piermont	Extinct.
Syracuse, Binghamton and New York	Geddes to Binghamton	Formerly Syracuse and Southern; in operation.
Union Railroad Company		Extinct.
1858.		
Brooklyn (of Brooklyn)	Brooklyn	In operation.
Buffalo and Lake Ontario	Buffalo	Project abandoned.
Niagara Bridge and Canandaigua	Canandaigua to Niagara Bridge	Formerly Canandaigua and Niagara Falls; now leased to New York Central and Hudson River Railroad.
1859.		
Albany and Vermont	Albany to Eagle Bridge	Formerly Albany, Vermont and Canada Railroad; the road between Albany and the Junction is leased to the Remscheider and Saratoga Railroad.
Atlantic and Great Western	Salamancas to Dayton, Ohio	Part of this road formed from part of the Erie and New York City Railroad; reorganized.
Brooklyn Central	Brooklyn	Consolidated into Brooklyn Central and Jamaica Railroad in 1860.
Buffalo, Bradford and Pittsburgh	Carrollton, N. Y., to Gillesville, Pa.	Formerly Bradford and Pittsburgh, and the Buffalo and Bradford; in 1875 consolidated into New York, Pennsylvania and Erie Road and Railway Co.
Elmira, Jefferson and Canandaigua	Watkins to Canandaigua	Formerly Elmira, Canandaigua and Niagara Falls; now leased to Northern Central of New Jersey.
Grand Street	Brooklyn	Extinct.
Grand Street and Macpeth	Brooklyn	Extinct.
Main and Ohio Street	Buffalo	Extinct.
New York and Flushing	Long Island City to Penny Bridge	Formerly Flushing Railroad; consolidated with South Side Railroad in 1872.
New York and Jamaica	New York to Jamaica	Extinct.
New York and Westchester County	New York to Croton Lake	Extinct.

New York and Yorkers Buffalo New York Fordham to Harlem River Bridge	Extinct Sold to Buffalo Street Railroad in 1868; company dissolved. In operation. Extinct.
Saratoga Springs or Ballston to the Sacandaga River	Formerly Lake Ontario and Hudson River Railroad; think in 1863 merged into Adirondack Railroad.
Avon to Mount Morris Brooklyn to Jamaica	Formerly Genesee Valley; now leased to N. Y., L. E. & W. R. R. Formerly Brooklyn Central, and the Brooklyn and Jamaica; in 1873 name changed to Brooklyn and Jamaica.
Brooklyn to Newtown Buffalo Syracuse New York Cherry Valley to the N. Y. C. & E. R. Brooklyn to Coney Island East New York to Jamaica Elmira to Williamsport	In operation. In operation. In operation. Extinct. In operation. Extinct. Formerly Williamsport and Elmira; now leased to Northern Central.
Grand Street and Newtown Hudson and West Shore New York Rome, Watertown and Ogdensburg	In operation. Consolidated into West Shore and Hudson River in 1868. Extinct. Formerly Watertown and Rome, and the Potsdam and Watertown; consolidated with Lake Ontario Shore in 1875; in operation.
Sackett's Harbor, Rome and New York Tenth Avenue and Grand Street Troy and Lansingburgh Warwick Valley Westchester County and New York City	Formerly Sackett's Harbor and Ellisburgh; abandoned. Extinct. Formerly Lansingburgh and Troy; in operation. In operation. Extinct.
Albany Brooklyn City and Ridgewood Buffalo Branch of the Erie Railway East and North River Erie Railway	Extinct. Extinct. Formerly part of the Buffalo and New York City; consolidated with Erie. Extinct. Formerly New York and Erie; reorganized into N. Y., L. E. & W. R. R. in 1877.
International New York and Lake Mahopac Port Morris and Westchester South Side of Long Island Third Avenue and Fordham Utica and Black River Van Brunt Street and Erie Basin	Extinct. Extinct. Extinct. Extinct. Extinct. Formerly Black River and Utica; in operation. In operation.

1861.

LIST OF COMPANIES formed under the Laws of this State — (Continued).

NAME OF ROAD.	Where Located.	Remarks.
* 1862.		
Albany and Boston.....	Albany to Boston.....	Extinct.
Brooklyn, Bush and Coney Island.....	Greenwood to Coney Island.....	Sold in 1868, and now owned by C. G. Gunther; in operation.
Brooklyn City and Rockaway.....	Brooklyn to Rockaway.....	Extinct.
North River and Wall Street Ferry.....	New York.....	Extinct.
Rochester City and Brighton.....	Rochester.....	In operation.
Troy and Cohoes.....	Troy to Cohoes.....	Now leased to Troy and Lansingburgh.
Utica City.....	Utica.....	In 1861 was authorized to change its name to Utica City and Waterville.
1863.		
Albany Railroad.....	Albany.....	Extinct.
Albany Railway.....	Albany.....	In operation.
Albany Kenwood.....	Albany to Kenwood.....	Project abandoned.
Adirondack.....	Saratoga to Rochester.....	Formerly Adirondack Estate Railroad Co. In operation.
Chemung Valley.....	Counties of Broome and Chenango.....	Extinct.
Cohoes and Watford.....	Cohoes to Watford.....	Extinct.
Flushing.....	Woodside to Flushing.....	Extinct.
Fort Edward, Glen's Falls and Sandy Hill.....	New York.....	In operation.
Fort-second Street and Grand Street Ferry.....	Fortham to Harlem Bridge.....	In operation.
Harlem Bridge, Morrisania and Fortham.....	Malden to Stone Quarries.....	Extinct.
Malden.....	New York Central R. R. into Hamilton Co. New York.....	Extinct.
Mohawk Valley and Plisco.....	New York.....	Extinct.
New York City Crostown.....	Flushing to town of North Hempstead.....	Extinct.
North Shore.....	Oswego to Rome.....	Now leased to Rome, Watertown and Ogdensburg.
Oswego and Rome.....	Plattsburgh to Brooklyn.....	Extinct.
Rockaway and Brooklyn.....	Rondout to Kingston.....	Extinct.
Rondout and Kingston.....	Rondout to Kingston.....	Extinct.
Schenectady and Catskill.....	Schenectady to Catskill.....	Extinct.
South Brooklyn and Bergen Street.....	Brooklyn.....	Extinct.
Syracuse and Geddes.....	Geddes to Syracuse.....	In operation.
Syracuse and Onondaga.....	Syracuse to Oakwood.....	In operation.
Watford and Cohoes.....	Watford to Cohoes.....	Extinct.
Westchester.....	Town of West Farms.....	Extinct.
West Shore.....	Piermont to Nyack.....	Consolidated into Hudson River West Shore in 1865.
1864.		
Albany and Boston.....	Albany to Boston.....	Extinct.
Boston, Hartford and Erie.....	Boston, Hartford and Erie.....	Formerly Boston, Hartford and Erie; Boston, Hartford and Erie Extension, and Boston, Hartford and Erie Ferry Extension. In 1873 changed to New York and New England.
Boston, Hartford and Erie Extension.....	Fishkill to Connecticut State line.....	Consolidated into Boston, Hartford and Erie in 1864.

* Calendar years to this year; afterwards fiscal years.

Boston, Hartford and Erie Ferry Extension.....	New York to Brooklyn.....	Consolidated into Boston, Hartford and Erie in 1864. In operation.
Broadway and Seventh Avenue.....	East New York to Coney Island.....	Part of road loaned to New York and Manhattan Beach Railroad, the remainder operated by the company.
Brooklyn, East New York and Rockaway.....	East New York to Coney Island.....	Extinct.
Brooklyn and Rockaway Branch.....	Cherry Valley to New York Central R. R. Albany.....	Name changed to Cherry Valley, Sharon and Albany in 1869. Extinct.
Carnegie, Brooklyn and Winfield.....	Coming to Reading.....	Project abandoned. In operation.
Clinton Avenue.....	New York.....	Extinct.
Clinton Avenue and Lake.....	Flatbush to Coney Island and Coney Island Landing.....	Think consolidated with Flushing and North Side. Extinct.
Dry Dock, East Broadway and Battery.....	Flatbush to Coney Island and Coney Island Landing.....	Think consolidated with Nassau in 1863. Extinct.
First Avenue and Jersey Ferries.....	New York.....	Extinct.
Flatbush, Coney Island and Carnegie.....	Brooklyn.....	Extinct.
Flushing and Woodside.....	Harlem River to Tarrytown.....	Extinct.
Fulton.....	Brooklyn to Astoria.....	Extinct.
Greenpoint and Williamsburgh.....	New York city.....	Extinct.
Harlem River and Tarrytown.....	New York.....	Reorganized as North Second Street and Middle Village in 1869. Extinct.
Hunter's Point, Ravenswood and Astoria.....	Kings and Queens counties.....	Extinct.
King's Bridge, High Bridge and Forty-second Street.....	Brooklyn, Queens, Richmond and Westchester.....	Not in operation.
Metropolitan Railroad.....	Brooklyn, Queens, Richmond and Westchester.....	Extinct.
Newburgh and New York Railroad.....	Brooklyn, Queens, Richmond and Westchester.....	Formerly Northern Railroad. In operation.
New York, Housatonic and Northern.....	Brooklyn, Queens, Richmond and Westchester.....	Extinct.
Oneida Valley.....	Brooklyn, Queens, Richmond and Westchester.....	Extinct.
Oneida Valley and Lake Champlain.....	Brooklyn, Queens, Richmond and Westchester.....	Extinct.
Piermont and Nyack.....	Brooklyn, Queens, Richmond and Westchester.....	Extinct.
Saratoga and Hudson River.....	Brooklyn, Queens, Richmond and Westchester.....	Extinct.
Staten Island Shore.....	Brooklyn, Queens, Richmond and Westchester.....	Extinct.
Staten Island and New York.....	Brooklyn, Queens, Richmond and Westchester.....	Extinct.
Williamsburgh and Coney Island.....	Brooklyn, Queens, Richmond and Westchester.....	Extinct.
Yonkers and New York.....	Brooklyn, Queens, Richmond and Westchester.....	Extinct.
1863		
Bleecker Street and Fulton Ferry.....	New York.....	Now leased to Twenty-third Street and Broadway Railroad. Extinct.
Brooklyn and Carnegie.....	Flatbush to Landing at Jamaica Bay.....	Extinct.
Buffalo and Erie Creek Crosscut.....	Brooklyn to Coney Island.....	Consolidated into Buffalo, Coney and Pittsburgh in 1868. Name changed to Buffalo, New York and Pennsylvania in 1871. In operation.
Buffalo and Washington.....	Coney Island to Coney Island.....	Extinct.
Cornwall and Catskill Valley.....	Coney Island to Coney Island.....	Extinct.
Cornwall and Catskill Valley.....	Coney Island to Coney Island.....	Extinct.
Dunkirk and Chautauque Lake.....	Coney Island to Coney Island.....	Extinct.
East New York and Jamaica Bay.....	Coney Island to Coney Island.....	Extinct.
Fulton Ferry and Tenth Avenue.....	Coney Island to Coney Island.....	Extinct.
Greenpoint and Calvary.....	Coney Island to Coney Island.....	Extinct.
H. Napstead and Jamaica.....	Coney Island to Coney Island.....	Extinct.
Hicksville and Huntington.....	Coney Island to Coney Island.....	Extinct.
Jersey Ferries and First Avenue.....	Coney Island to Coney Island.....	Extinct.
Junction Railway.....	Coney Island to Coney Island.....	Extinct.
Kingston and Rondout.....	Coney Island to Coney Island.....	Extinct.
Lake and River Improvement, and Railroad Land Co. of the New York Wilderness.....	Coney Island to Coney Island.....	Extinct.

LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where located.	Remarks.
NAME OF ROAD.	Kings and Queens counties.	Consolidated into Brooklyn City, Hunter's Point and Prospect Park in 1898.
Nassau	Fonda to Canada Lake	Extinct.
New York Northern Central	Greenwich Junction to Yall's Gate Junction,	Leased to Erie.
Newburgh and New York Railway	Rondout to Port Jervis	Extinct.
Schenectady and Port Jervis Railway	Schenectady to Junction	Reorganized under same name in 1874.
Schenectady Valley	Schenectady to Utica	Project abandoned.
Schenectady and Ulster Railway	Sheephead Bay to Coney Island Turnpike	Extinct.
Sheephead Bay and Sea Shore	Railroad	Extinct.
Utica and Syracuse	Utica to Syracuse	Extinct.
Williamstown and Redfield	Williamstown to Redfield Village	Extinct.
1863.		
Albany and New York	Albany to New York	Extinct.
Albany and Lackawanna	Chenango and Broome counties	Extinct.
Bay Shore	Flushing to Whitestone	Project abandoned.
Brooklyn and Troy	Brooklyn to Jamaica	Discontinued.
Brooklyn, Middle Village and Jamaica	Brooklyn to Jamaica	Extinct.
Brooklyn, Flatbush and Coney Island	Flatbush to Coney Island	Name changed to Brooklyn, Coney Island and Rockaway in 1878.
Brooklyn and Jamaica	Brooklyn to Jamaica	Formerly Brooklyn Central and Jamaica. In 1812 sold to Atlantic Avenue Railroad.
Brooklyn and Yonkers Patent	New York	Extinct.
Central Park and Kingsbridge	New York	Extinct.
Columbia Street and Erie Basin	Brooklyn	Extinct.
Cooperstown and Titin	Cooperstown to Titin	Extinct.
Dunkirk and Fredonia	Dunkirk to Fredonia	Extinct.
Dutchess and Columbia	Dunkirk to Fredonia	In operation.
1873 consolidated into New York, Boston and Northern. Was purchased, and in 1877 reorganized as Newburgh, Dutchess and Columbia.	Dunkirk to Fredonia	
East Side and New Rochelle Patent Railway	New York to New Rochelle	Extinct.
Flushing and College Point	Flushing to Shantou Point and College Point,	Project abandoned.
Genesee and Water Street	Syracuse	In operation.
Highbridge	County of Westchester to New York	Extinct.
Jamaica and Tonawanda	Theresa to near Waverly	Same changed to Iliaca and Athens in 1870.
Jamaica and Middle Village	Jamaica to Middle Village	Extinct.
Middletown, Unionville and Water Gap	Middletown to New Jersey State line	Extinct.
Middle Village	Kings county	Now leased to New Jersey Midland.
Montgomery and Erie	Montgomery to Goshen	Extinct.
New York Northern	Schenectady to Geddesburgh	Leased to Erie.
New York and Oswego Midland	Oswego to New Jersey State line	Extinct.
Newburgh and Middletown	Newburgh to Middletown	In operation.
Poughkeepsie and Eastern	Poughkeepsie to Harlem Railroad	Extinct.
Poughkeepsie City	Poughkeepsie	Extinct.
		Changed to City of Poughkeepsie in 1879.

[illegible]

LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where located.	Remarks.
Troy City	Troy	Abandoned.
Union Pneumatic Railway	New York	Extinct.
Union Village and Johnsonville	Union Village to Johnsonville	Same changed to Greenwich and Johnsonville in 1874.
Utica and Watervliet	Utica to Watervliet	Formerly Pipea City. Same changed to Utica, Clinton and Binghamton in 1868.
Waverly and State line	Waverly to Pennsylvania State line	New leased to Pennsylvania and New York Canal and Railroad Company. A Pennsylvania corporation.
Binghamton and Port Jackson	Binghamton	Extinct.
Black River and St. Lawrence	Roseton, Jefferson county, to town of Black river to Beltingtown	Time extended. Not in operation.
Black River and Woodhull	Black river to Beltingtown	Abandoned.
Boonville and Chateaufort	Boonville to Chateaufort	Dissolved.
Boonville and Ontario	Boonville to mouth of Salmon river	Name changed to Brooklyn Cross-town in 1872.
Brooklyn City, Hunter's Point and Prospect Park	Hunter's Point to South Ferry, Brooklyn	In operation.
Buffalo, Cory and Pittsburgh	Brooklyn to Cory, Pa.	Extinct.
Buffalo and Williamsville	Buffalo to Eleven mile creek	Extinct.
Cattaraugus	Salamonia to Machias	Reorganized as Cazenovia and Catskills Railway in 1873.
Cazenovia and Catskills	Machias to	Project abandoned.
Cornwall, Suspension Bridge	Fishkill to Newburgh Branch Erie Rwy.	Project abandoned.
Eastern Branch of the Dutchess and Columbia	Dutchess county	Project abandoned.
East Side Railway	New York	New leased to New York, Lake Erie and Western Railroad.
Erie and Genesee Valley	Mount Morris to Burns	Extinct.
Erie and New England	Turner's Station to Derby, Conn.	Consolidated with South Side Railroad in 1872.
Far Rockaway Branch	Queens county	In operation.
Fifth Ward	Syacug	Extinct.
Fishkill	Fishkill	Consolidated into Flushing, North Side and Central in 1874.
Flushing and North Side	Hempstead to Rocklyn	Extinct.
Forestport	Forestport to Wilkesbarre	Extinct.
Gloversville, Maxwell and Northville	Brooklyn	Extinct.
Goshen and Deerpark	Goshen to Northville	Extinct.
Hamilton Avenue, Free-press Park and Flatbush	Goshen to New Jersey State line	New leased to New York, Lake Erie and Western Railroad.
Lake Ontario Shore	King's county	Extinct.
Liverpool and Syracuse	Genevieve to Port Huron	In operation.
Macpherson Railroad and Bridge Company	Genevieve to Port Huron	Sold and reorganized as Lake Ontario in 1871.
Madison	Liverpool to Syracuse	Project abandoned.
Madison and Port Jackson	Brooklyn	Formerly Williamsburgh and Newtown Railroad, and the Madison Avenue and Fall Bridge Co. Extinct.
Madison and Port Jackson	Brooklyn	In operation.
Monticello and Port Jervis	Crawford Junction to Pine Bush	Reorganized as Port Jervis and Monticello in 1875.
Montreal and Plattsburgh	Monticello to Port Jervis	Formerly Plattsburgh and Montreal; consolidated into New York and Canada in 1873.

Newburgh and Watkiss Valley	Green county	Extinct.
Newburgh and Watkiss Valley	New York	Extinct.
New York City Central Underground	New York	Not in operation.
Schenectady and Saratoga	New York	Extinct.
Southfield Branch	Southfield to Southfield Furnace	In operation.
South Side Connection	Queens county	Extinct.
Syracuse and Chenango Valley	Syracuse to Norwich	Reorganized as Syracuse and Chenango in 1873.
Syracuse Northern	Syracuse to the Rome	Reorganized as the Syracuse and Northern in 1875.
Utica, Clinton and Binghamton	Ogdensburg Railroad	Formerly Utica and Waterville. In operation.
West Shore Hudson River	Utica to Smith's Valley	Formerly West Shore Hudson River, and Hudson River West Shore. Not in operation.
Westport and Kingston	New York State line to Athens	Extinct.
West Side Elevated Patent Highway	Essex county	Formerly West Side and Yonkers. Extinct.
	New York	
Avenue C	New York	Reorganized as the Houston, West Street and Pavonia Ferry.
Auburn and Port Byron	Cayuga county	Extinct.
Brooklyn, Flatbush and Coney Island	Coney Island	Name changed to Brooklyn, Coney Island and Rockaway in 1878.
Brooklyn, Prospect Park and Jamaica Bay	Kings county	Extinct.
Brooklyn Steam Transit	Kings and Queens counties	Extinct.
Brooklyn and Winfield Railway	Kings and Queens counties	Name changed to Brooklyn, Winfield and Newtown in 1870.
Buffalo Creek	Buffalo	In operation.
Carthage, Watertown and Sackett's Harbor	Carthage to Sackett's Harbor	Leased to Utica and Black River.
Central Elevated Railway	New York	Extinct.
Cherry Valley, Sharon and Albany	Cherry Valley to A. and S. Railroad	Formerly Cherry Valley and Mohawk River; now owned by Delaware and Hudson Canal Co.
City Line and Carnarsie	Kings county	Abandoned.
Grove Branch	Grove Branch Junction to Sylvan Lake	In operation.
Cornwall Branch	Newburgh to Cornwall Landing	Extinct.
Gallupville	Schoharie Valley Railroad to Gallupville	Extinct.
Grand Street Ferry and Middle Village	Kings and Queens counties	Formerly Metropolitan Railroad; reorganized as the North Second Street and Middle Village in 1870.
Greenwich and Johnsonville	Greenwich to Johnsonville	Formerly Union Village and Johnsonville. In operation.
Hamilton Avenue and Prospect Park	Brooklyn	Extinct.
Hudson and Mohawk	Athens R. R. near Schenectady, to Albany	Extinct.
Ithaca and Cortland	Ithaca to Cortlandville	Name changed to Utica, Ithaca and Elmira in 1873.
Lake Shore and Michigan Southern	Buffalo to Chicago	Buffalo and Erie R. R. consolidated with this road. In operation.
Keesville and Montreal	Perrin to Keesville	Extinct.
New Brighton and Onondaga Valley	New Brighton to Patterson, Conn.	In operation.
Nowburgh and Kingston	Orange and Ulster counties	Abandoned.
New York and Boston	Harlem River to Lake Mahopac	In 1873 consolidated into New York, Boston and Northern; but in 1876 reorganized as New York, Westchester and Putnam.
New York and Highland Suspension Bridge Co.	Harlem River to Highland Sus. Bridge	Extinct.
Norfolk and Northern	Plattsburgh to Westport	Extinct.
Rensselaerville and Berne	Upper Plattsburgh to New York	Now leased to Northern Railway of New Jersey.
Rome and Clinton	Gallupville to south line of Albany Co.	Abandoned.
	Rome to Clinton	Now leased to Delaware and Hudson Canal Co., but operated by Delaware, Lackawanna and Western.
Schenectady and Susquehanna	Schenectady to Albany and Sus. R. R.	Reorganized as Schenectady and Duaneburgh in 1873.

LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where located.	Remarks.
Schuylerville and Upper Hudson	Mechanicsville to Fort Edward	Consolidated with Upper Hudson Railroad into Schuylerville and Upper Hudson in 1872.
Silver Lake	Perry to East Gainesville	In operation.
Spartan Duvall and Fort Morris	Spartan Duvall to Fort Morris	Operated by the New York Central and Hudson River Railroad. Formerly Staten Island Horse.
Staten Island Shore	Staten Island	In operation.
Suspension Bridge and Erie Junction	Buffalo	Leased to New York, Lake Erie and Western Railroad.
Syracuse and Northwestern	Syracuse to Mexico	Consolidated with the Syracuse, Phoenix and Oswego in 1873.
Twenty-third Street	New York	In operation.
Union (Buffalo)	Buffalo	Consolidated with Buffalo Creek in 1869.
Utica and Mohawk (Street)	Utica to Mohawk	In operation.
Valley	State line to Binghamton	Leased to Delaware, Lackawanna and Western Railroad.
1870.		
Utica and Arcade	Utica to Arcade	Extinct.
Black River and Morrisdown	Philadelphia, N. Y., to Morrisdown	Now operated by Utica and Black River Railroad.
Boston, Saratoga and Western	Saratoga to Sackett's Harbor	Extinct.
Brooklyn, Winfield and Newtown	Kings and Queens counties	Formerly Brooklyn and Winfield. Not in operation.
Buffalo and Williamsville	Buffalo	Extinct.
Buffalo East Side Street	Buffalo	In operation.
Central of Staten Island	West Brighton to Centreville	Extinct.
Central Valley	Chenango Forks to Smithville	Extinct.
Dunkirk, Warren and Pittsburgh	Dunkirk, N. Y., to Warren, Pa.	Formerly Dunkirk, Warren and Pittsburgh, and the Chenango Valley; consolidated in Dunkirk, Allegany and Pittsburgh Railroad in 1873.
Geneva and Ithaca	Geneva to Ithaca	Consolidated into Geneva, Ithaca and Athens in 1874.
Grand Street, Prospect Park and Flatbush	Brooklyn to Kings county	In operation.
Greene	Chenango Forks to Greene	Leased to Delaware, Lackawanna and Western.
Hamilton Ferry and Carnarie	Hamilton Ferry to Jamaica Bay	Extinct.
Harlem Extension	Chatham Four Corners to Rutland, Vt.	Formerly Lebanon Springs, and the Bennington and Rutland Company of Montreal; also Pine Plains and Albany; in 1872 consolidated with New York, Boston and Montreal, and in 1877 that portion in this State was foreclosed and sold; no company reorganized yet.
Hempstead and Rockaway	Hempstead to Valley Stream	In 1871 consolidated into New York and Hempstead, and foreclosed and sold in 1875; reorganized as the Northern Hempstead Branch.
Hudson Valley	From termination of Schuylerville and Upper Hudson Railroad to the Rensselaer and Saratoga Railroad	Extinct.
Hudson Suspension Bridge and New England	From N. Y. Erie R. R. to Conn. State Line	Extinct.
Hunter's Point and South Side	Fresh Ponds to East River	Consolidated with South Side Railroad. Formerly Ithaca and Tonawanda; in 1874 consolidated into Ithaca and Athens.
Ithaca and Athens	Ithaca to Athens	
Junction	N. Y. C. & H. R. R. to Niagara River	Leased to New York Central and Hudson River Railroad.

Middletown, Haverhill, and Hudson River.....	Middletown.....	Extinct.
Monawick and Midland.....	Monawick to Haverhill.....	In operation.
New York Central and Hudson River.....	Buffalo to New York.....	Consolidation of New York Central Railroad, and the Hudson River Railroad; in operation.
New York and Hempstead Plains.....	Bay Ridge to Hempstead.....	Consolidated into New York and Hempstead in 1871.
New York, Utica and Ogdensburg.....	Compoewtown to Trenton Falls.....	Extinct.
New York, West Shore and Chicago.....	Holoken to Buffalo.....	Not in operation.
North Shore of Long Island.....	Jamaica to Orient.....	Consolidated into Flushing, North Shore and Central in 1874.
Norfolk Avenue and Park.....	Ogdensburg to Carthage.....	Abandoned.
Northard Avenue and Park.....	Brooklyn.....	Extinct.
Oswego City (Street).....	Oswego.....	Extinct.
Pack Avenue.....	Brooklyn.....	Consolidated into Prospect Park and Coney Island in 1875.
Pennsylvania and Susquehanna.....	Spencer Junction to Seneca Falls.....	Extinct.
Pennsylvania and Connecticut.....	Rhinecliff to State Line.....	In operation.
Rhinecliff, Nunda and Pennsylvania.....	Mount Morris to Amity.....	New Rochester, Nunda and Pittsburgh.
Rochester and Erie Creek.....	Castle Station to Chateaufort.....	Name changed to Silver Lake in 1871.
Rochester and State Line.....	Rochester to Pennsylvania State Line.....	In operation.
Rockland Central.....	Upper Piermont to Haverstraw.....	Consolidated with Jersey City and Albany in 1873.
Saratoga, Schuylerville and Hoosac Tunnel.....	Saratoga to Schuylerville.....	Extinct.
Schenectady and Susquehanna.....	Schenectady to Duaneburgh.....	Name changed to Schenectady and Duaneburgh in 1873; reorganized.
Schuylerville and Fort Edward.....	Schuylerville to Fort Edward.....	Extinct.
Schuylerville and Moreau.....	Saratoga County.....	Extinct.
Smithtown and Port Jefferson.....	Northport to Port Jefferson.....	Operated by Long Island Railroad.
Sodus Bay, Corning and New York.....	Corning to Great Sodus Bay.....	Name changed to Sodus Bay and Corning in 1872.
South Brooklyn and Park.....	Brooklyn.....	Reorganized in 1877 as South Brooklyn Central.
Utica, Chenango and Carland.....	Cortland to Otsele.....	Not in operation.
Utica, Georgetown and Elmira.....	Utica to Otsele.....	Extinct.
Utica, Horseheads and Elmira.....	Horseheads to Ithaca.....	Consolidated into Utica, Ithaca and Elmira in 1872.
Albany, Sand Lake and Stephentown.....	Albany to Stephentown.....	Extinct.
Atlantic and Ontario.....	Hoosac to Salisbury.....	Extinct.
Auburn and Deposit Air Line.....	Deposit to Homer.....	Dissolved.
Auburn and Owasco Lake.....	Auburn to foot of Owasco Lake.....	In operation.
Babylon.....	Babylon.....	In operation.
Bay Ridge and Sea Side.....	Bay Ridge to Hempstead.....	Extinct.
Belmont and Buffalo.....	Belmont to Gainesville.....	Extinct.
Boston and Albany.....	Boston to Albany.....	Formerly Albany and West Stockbridge, and the Hudson and Boston and Albany Company of Massachusetts; in operation.
Boston, Rome and Oswego.....	Hoosac to Vienna.....	Extinct.
Brooklyn and Sea Shore.....	Brooklyn to Jamaica Bay.....	Extinct.
Brooklyn Steam Transit.....	Brooklyn.....	Extinct.
Buffalo International Bridge.....	Buffalo.....	Extinct.
Buffalo, New York and Philadelphia.....	Buffalo to Emporium, Pa.....	Formerly Buffalo and Washington; in operation.
Catskill and Springville.....	Hamburgh to Springville.....	Abandoned.
Catskill and Schoharie Valley.....	Catskill to Central Bridge.....	Extinct.
Cayuga Midland.....	Auburn to Ithaca.....	Dissolved in 1878.
Central of Long Island.....	Flushing to Bethpage.....	Consolidated into Flushing, North Shore and Central in 1874.

LIST OF COMPANIES formed under the Laws of this State— (Continued).

NAME OF ROAD.	Where Located.	Remarks.
Clayton and Theresa.....	Clayton to Theresa Junction.....	Licensed to Utica and Black River Railroad.
Delhi and Middletown.....	Delhi to Middletown.....	Not in operation.
East Genesee Street and Seward Avenue.....	Auburn.....	In operation.
Elmira and Horseheads.....	Horseheads to Elmira.....	In operation.
Flushing Village.....	F. N. S. & C. to N. S. R. R.....	Abandoned.
Fort Ann and Mount Hope.....	Fort Ann to Mount Hope.....	Extinct.
Frankfort and Milan.....	Frankfort to Milan.....	In operation.
Geneva and Southwestern.....	Geneva to Bloeba's Corners.....	Consolidated into Geneva and Hornellsville in 1873.
Hammer and Mohawk Street.....	Hammer to Mohawk.....	In operation.
Horseheads and Elmira Avenue.....	Horseheads to Elmira.....	Extinct.
Hudson and Kinderhook.....	Hudson to Kinderhook.....	Abandoned.
Jamestown.....	Jamestown to Kinderhook.....	Abandoned.
Lockport and Buffalo.....	Lockport to Buffalo.....	Not in operation.
Long Island City and Calvary Cemetery.....	Long Island City to Tottenville.....	In operation.
Manhasset and New City.....	Manhasset to New City.....	Operated by N. Y. L. E. & W. R. R.
New York and Flushing.....	Flushing to New York.....	Licensed to Long Island.
New York and Croton River.....	Long Island to Tottenville.....	Extinct.
New York and Hempstead.....	Hempstead to Valley Stream.....	Formerly Hempstead and Rockaway Railroad, and New York and Hempstead Plains; reorganized as South Hempstead Branch; in 1874 the Hempstead and Rockaway Railroad Company was foreclosed, and reorganized as the Southern Hempstead Branch.
New York and Mahopac.....	Golden Bridge to Lake Mahopac.....	Licensed to New York Central and Hudson River Railroad.
New York and North Salem.....	N. Y. & H. R. R. to Connecticut Line.....	Extinct.
New York and Rockaway.....	New York.....	Extinct.
New York and Rockaway.....	Jamaica to Rockaway.....	Licensed to the Long Island Railroad.
New York and White Plains.....	Morrisania to White Plains.....	Extinct.
Niagara Falls.....	Suspension Bridge and Erie Junction to Niagara Falls.....	Extinct.
North Second Street and Middle Village.....	Kings and Queens counties.....	Extinct.
North Side (Sluice Island).....	Ward's Point to N. E. end.....	Formerly Metropolitan Railroad; in operation.
Ogdenburgh and Morristown.....	Ogdenburgh to Morristown.....	Abandoned.
One Hundred and Twenty-fifth Street.....	New York.....	Extinct.
Putnam and Dutchess.....	N. Y. & B. R. R. to Hopewell.....	Licensed to Third Avenue Railroad Company.
Queens County.....	Kings and Queens counties.....	Consolidated into New York, Boston and Northern in 1873.
Rockaway Railway.....	Far Rockaway to Rockaway Beach.....	Extinct.
Rockaway Beach Railroad.....	N. Y. & H. R. R. to Rockaway Beach.....	Consolidated with South Side Railway Company in 1873.
Rye and Westchester.....	Rye to Long Island Sound.....	Extinct.
Sacandaga Valley.....	Cornith to Conitville.....	Extinct.
Seneca Falls and Waterloo.....	Seneca Falls to Waterloo.....	Extinct.
Southern Westchester.....	N. Y. & H. & V. to Harlem River.....	Consolidated with New York, Housatonic and Northern in 1872.
Staten Island Central.....	Port Richmond to Tottenville.....	Extinct.
Syracuse Branch New York, Utica and Ogdenburgh.....	Oncenta to Earlville.....	Consolidated with New York, Housatonic and Northern in 1872.
Troy and Saratoga.....	Schaghticoke to Saratoga Springs.....	Name changed to Oncenta and Earlville Railroad Co. in 1872.

RAILROAD REPORT.

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Troy and Schoharie	Extinct.	Owned by Delaware and Hudson Canal Co.
Utica and Hamilton street	Extinct.	
West Troy and Green Island	Extinct.	
1872.		
Arcadia and Genesee River	Extinct.	
Atlantic Avenue	Extinct.	
Atlantic and Great Western of New York	Extinct.	
Atlantic and Great Western R. R. Co. of N. Y. and Pa.	Extinct.	
Atlantic and Grt. Western	Extinct.	
Atlantic and Great Western	Extinct.	
Auburn and Homer Midland	Extinct.	
Auburn and Willow Brook	Extinct.	
Bath and Hammondsport	Extinct.	
Binghamton, Dushore and Williamsport	Extinct.	
Boston and Henderson Harbor	Extinct.	
Breslau and Fire Island	Extinct.	
Brooklyn Cresskill	Extinct.	
Brooklyn	Extinct.	
Buffalo and Jamestown	Extinct.	
Canandaigua and Bath	Extinct.	
Canandaigua, Palmyra and Ontario	Extinct.	
Cayuga Northern	Extinct.	
Cazenovia and De Ruyter	Extinct.	
Cazenovia and Waterford	Extinct.	
Cohoes and Waterford	Extinct.	
Cypress Hill Railway	Extinct.	
Empire State Line	Extinct.	
Errie Extensional	Extinct.	
Gilbert Elevated	Extinct.	
Gloversville and Northville	Extinct.	
Greenwood and Coney Island	Extinct.	
Hudson	Extinct.	
Hunter's Point and Flushing	Extinct.	
Jamaica, Washington and Brooklyn	Extinct.	
Jamaica, Washington and Troy	Extinct.	
Metropolitan Transit	Extinct.	
New York and Boston Extension	Extinct.	
New York and Canada	Extinct.	
New York City Rapid Transit	Extinct.	
New York and Croton River Extension	Extinct.	
New York, Kingston and Syracuse	Extinct.	
New York Western and Boston	Extinct.	
New York Western Midland	Extinct.	
New York Elevated	Extinct.	
Niagara River and New York Air Line	Extinct.	
North Park	Extinct.	
Northern Extension of Roch., Nunda and Pitts. N. E.	Extinct.	
Troy to Knowlsville	Extinct.	
Utica to Westfield Center	Extinct.	
West Troy to Green Island	Extinct.	
Arcadia to Canandaigua	Extinct.	
Brooklyn	Extinct.	
Salemance, N. Y., to Dayton, Ohio	Extinct.	
Auburn to Cortlandville	Extinct.	
Auburn to Willow Brook	Extinct.	
Bath to Hammondsport	Extinct.	
Binghamton to Pennsylvania State Line	Extinct.	
Henderson Harbor to Salisbury	Extinct.	
Breslau to Islip	Extinct.	
Hunter's Point to Erie Basin	Extinct.	
Buffalo to Pennsylvania State Line	Extinct.	
Canandaigua to Bath	Extinct.	
Canandaigua to Lake Ontario	Extinct.	
Cayuga to Port Byron	Extinct.	
Cazenovia to De Ruyter	Extinct.	
Cohoes to Waterford	Extinct.	
Brooklyn to Calvary Hill Cemetery	Extinct.	
Empire to Lawrenceville	Extinct.	
Buffalo to International Bridge	Extinct.	
New York	Extinct.	
Gloversville to Northville	Extinct.	
Brooklyn to Coney Island	Extinct.	
Buffalo to Ogdensburg	Extinct.	
Queens County	Extinct.	
Jamaica to East New York	Extinct.	
Lansburgh to Troy	Extinct.	
New York	Extinct.	
High Bridge to Port Morris	Extinct.	
Whitehall to Canada Line	Extinct.	
New York	Extinct.	
Port Morris to N. Y. C. & H. R. R. R.	Extinct.	
Port Morris to Port Chester	Extinct.	
Hanock to Lake Ontario Shore Railroad	Extinct.	
New York	Extinct.	
Buffalo to Rochester	Extinct.	
Binghamton to Port Dickson	Extinct.	
Mount Morris to Rochester	Extinct.	
Troy to Knowlsville	Extinct.	
Utica to Westfield Center	Extinct.	
West Troy to Green Island	Extinct.	
Arcadia to Canandaigua	Extinct.	
Brooklyn	Extinct.	
Salemance, N. Y., to Dayton, Ohio	Extinct.	
Auburn to Cortlandville	Extinct.	
Auburn to Willow Brook	Extinct.	
Bath to Hammondsport	Extinct.	
Binghamton to Pennsylvania State Line	Extinct.	
Henderson Harbor to Salisbury	Extinct.	
Breslau to Islip	Extinct.	
Hunter's Point to Erie Basin	Extinct.	
Buffalo to Pennsylvania State Line	Extinct.	
Canandaigua to Bath	Extinct.	
Canandaigua to Lake Ontario	Extinct.	
Cayuga to Port Byron	Extinct.	
Cazenovia to De Ruyter	Extinct.	
Cohoes to Waterford	Extinct.	
Brooklyn to Calvary Hill Cemetery	Extinct.	
Empire to Lawrenceville	Extinct.	
Buffalo to International Bridge	Extinct.	
New York	Extinct.	
Gloversville to Northville	Extinct.	
Brooklyn to Coney Island	Extinct.	
Buffalo to Ogdensburg	Extinct.	
Queens County	Extinct.	
Jamaica to East New York	Extinct.	
Lansburgh to Troy	Extinct.	
New York	Extinct.	
High Bridge to Port Morris	Extinct.	
Whitehall to Canada Line	Extinct.	
New York	Extinct.	
Port Morris to N. Y. C. & H. R. R. R.	Extinct.	
Port Morris to Port Chester	Extinct.	
Hanock to Lake Ontario Shore Railroad	Extinct.	
New York	Extinct.	
Buffalo to Rochester	Extinct.	
Binghamton to Port Dickson	Extinct.	
Mount Morris to Rochester	Extinct.	

Formerly Brooklyn and Jamaica; portion leased to Long Island; in operation.
 Formerly Atlantic and Great Western; reorganized; changed to Atlantic and Great Western Railroad of New York and Pa.
 Changed to Atlantic and Great Western.
 Formerly Atlantic and Great Western of New York and Pa.; in operation.
 Extinct.
 Extinct.
 In operation.
 Extinct.
 Extinct.
 Extinct.
 Formerly Brooklyn City, Hunter's Point and Prospect Park; in operation.
 Reorganized as Buffalo and Southwestern in 1873.
 Extinct.
 Not in operation.
 Extinct.
 Consolidated into Cazenovia, Canastota and De Ruyter in 1873.
 Extinct.
 Leased to Tioga Railroad Company of Pa.
 Leased to New York, Lake Erie and Western.
 New Metropolitan Elevated Railroad; in operation.
 Leased to Fonda, J. & G. R. Co.
 Consolidated into the Prospect Park and Coney Island in 1875.
 Extinct.
 Formerly East New York and Jamaica Bay; in operation.
 Extinct.
 Not in operation.
 Extinct.
 Formerly Whitehall and Plattsburgh, and the Montreal and Plattsburgh; leased to Delaware and Hudson Canal Co.
 Not in operation.
 Extinct.
 Formerly Rondout and Oswego; in 1875 reorganized as Ulster and Delaware.
 Not in operation.
 Extinct.
 Extinct.
 Consolidated into Rochester, Nunda and Pennsylvania in 1877.

LIST OF COMPANIES formed under the Laws of this State — (Continued).

NAME OF ROAD.	Where Located.	Remarks.
Ontonaga and Earlville.....	Ontonaga to Earlville.....	Extinct.
Oswego City and Town.....	Oswego.....	Extinct.
Pelham and Port Chester.....	Pelham to Port Chester.....	Extinct.
Pine Plains and Albany.....	Pine Plains to Chatham.....	Extinct.
Queens Railway.....	Queens county.....	Consolidated with Harlem Extension.
Rochester, Hornellsville and Pine Creek.....	Hornellsville to State Line.....	Consolidated with Geneva, Hornellsville and Pine Creek Railroad.
Rochester, Nunda and Pennsylvania Extension.....	Belvidere to Pennsylvania State line.....	Changed to Rochester, Nunda and Pennsylvania Railroad.
Rochester, Nunda and Pennsylvania.....	Rochester to Pennsylvania State line.....	Formerly Rochester, Nunda and Pennsylvania, and the Rochester, Nunda and Pennsylvania Extension; also, Northern Railroad and Navigation Company; in 1877 reorganized as Rochester, Nunda and Pittsburgh.
Rockland Central Extension.....	Orangeburgh to Tappanstown.....	Extinct.
Schenectady and Ogdensburgh.....	Schenectady to Ogdensburgh.....	Extinct.
Schoharie Street.....	Village of Schoharie.....	Extinct.
Schuylerville and Upper Hudson.....	Mechanicville to Port Edward.....	Formerly Schuylerville and Upper Hudson Railroad, and Upper Hudson; extinct.
Sodus Bay and Corning.....	Savona to Sodus Bay.....	Formerly Sodus Bay, Corning and New York; extinct; fore-closed in 1876.
Syracuse, Phoenix and Oswego.....	Liverpool to N. Y. & O. M. R. R.....	Not in operation.
Transit.....	Buffalo.....	Extinct.
Twenty-third Street.....	New York.....	In operation.
Upper Hudson.....	Schuylerville to Port Edward.....	Consolidated with S. & U. H. R. R. in 1873.
Utica, Ithaca and Elmira.....	Elmira to Cortland.....	Formerly Ithaca and Cortland, and the Utica, Horseheads and Elmira; in 1878 reorganized as Utica, Ithaca and Elmira Railway.
Watkins and Havana Street.....	Schuyler to Havana.....	Extinct.
Washington Street and State Asylum.....	Hinghamton.....	In operation.
Whitesboro and Westchester.....	Village of Whitesboro.....	Consolidated into Flushing, North Shore and Central in 1874.
1873.		
Amsterdam Street.....	Village of Amsterdam.....	In operation.
Bay Ridge and Sea Shore.....	Bay Ridge and Carnarie.....	Extinct.
Boonville and Port Ontario.....	Boonville to Port Ontario.....	Not in operation.
Boston, Hoosac Tunnel and Albany.....	Stephentown to Albany.....	Formerly Cazenovia and Canastota Railroad; in 1873 changed to Cazenovia, Canastota and De Ruyter.
Cazenovia and Canastota Railway.....	Cazenovia to Canastota.....	Formerly Cazenovia and Canastota, and the Cazenovia, Canastota and De Ruyter Railroad Companies; reorganized in 1876.
Cazenovia, Canastota and De Ruyter.....	Canastota to De Ruyter.....	In operation.
Central Cross-town.....	New York.....	Consolidated into Flushing, North Shore and Central in 1874.
Central Railroad Extension.....	Farmingdale to Fire Island.....	Extinct.
Central (State) Island.....	New Brighton to Tollenville.....	In operation.
Christopher and Tenth Street.....	New York.....	Formerly Blossburgh and Corning; leased to Fall Brook Coal Co.
Corning, Cowanesque and Antrim.....	Corning, N. Y., to Antrim, Pa.....	Formerly Dunkirk, Warren and Pittsburgh Railroad, and Warren and Vincennes (a Pennsylvania corporation); in operation.
Dunkirk, Allegany Valley and Pittsburgh.....	Dunkirk to Oil City, Pa.....	

RAILROAD REPORT.

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[illegible]

LIST OF COMPANIES formed under the Laws of this State — (Continued).

NAME OF ROAD.	Where located.	Remarks.
Johnstown, Gloversville and Kingsboro. Lake Ontario	Johnstown to Kingsboro Orange to Lewiston	In operation. Formerly Lake Ontario Shore. In 1875 consolidated with Rome, Watertown and Ogdensburg Railroad.
Lawrenceville and Erie	Lawrenceville to Erie Railway	Not in operation.
Long Island City Shore	Bauer's Point to Astoria	In operation.
New York Quick Transit	New York	Not in operation.
New York and South Side	Patrologue to Long Island Railroad	Not in operation.
New York Underground Extension	New York	Not in operation.
New Williamsburgh and Flatbush	Brooklyn	Formerly Williamsburgh and Flatbush. In operation.
North Shore and Fort Washington	Manhasset to Sand Point	In 1874 consolidated into Flushing, North Shore and Central. Abandoned.
Onondaga Horse	Onondaga	Extinct.
Rome Street	Rome	In 1874 consolidated into Flushing, North Shore and Central.
Roslyn and Huntington	Roslyn to Northport	Not in operation.
Rye Lake	Rye Lake to Kensico Station	Sold and reorganized under same name. In operation.
Schoharie Valley	Schoharie to Albany and Sus. Railroad	Leased to Long Island.
Southern of Long Island	Brooklyn to Patchogue	In operation.
South Ferry	New York	Abandoned.
South Ferry and Prospect Park	Brooklyn	In 1875 consolidated with S. P. and Oswego Railroad.
Syracuse North Western	Syracuse to S. P. and Oswego Railroad	In operation.
Utica and Mohawk	Utica to Mohawk	
Cayuga Railway	Cayuga to Ithaca	Formerly Cayuga Lake Railroad. In 1878 reorganized as Cayuga Southern.
Charlotte Lake View	Charlotte to Lake Ontario	Not in operation.
Fonda and Fultonville	Fonda to Fultonville	In operation.
Garnettville	New Jersey and N. Y. R. R. to Haverstraw	Not in operation.
Illion Street	Utica to N. Y. C. and H. R. Railroad	Abandoned.
New Jersey and New York	Erie Junction to Stony Point	In operation.
Pennsylvania and Erie Coal and Railway Co.	Carlton, N. Y., into Pennsylvania	Formerly Buffalo, Brad. and Pitts. Railroad, whose line was leased and is now operated by the Erie.
Penn Yan and Geneva	S. R. and C. Railroad to Geneva	Not in operation.
Port Jervis and Monticello	Port Jervis to Monticello	Formerly Monticello and Port Jervis. In operation.
Poughkeepsie, Hartford and Boston	Hudson River to Cann. State line	Formerly owned by Poughkeepsie and Eastern. In operation.
Prospect Park and Coney Island	Brooklyn to Coney Island	Formerly Park Avenue, and Greenwood and Coney Island. In operation.
Southern Hempstead Branch	South Side Railroad to Hempstead	Operated New York and Hempstead.
Syracuse, Geneva and Corning	Geneva to Corning	Leased to Fall Brook Coal Company.
Syracuse and Northern	Syracuse to Rome, W. and Ogdensburg	Formerly Syracuse Northern. In 1878 consolidated with Rome, Watertown and Ogdensburg Railroad.
Tioga and Savonia	S. R. and C. Railroad to C. and C. R. R.	Not in operation.
Utica and Delaware	Rondout to Oneonta	Formerly New York, K. and Syracuse. In operation.
Utica and Fair Ground	Utica	Abandoned.

Brooklyn and Coney Island.....	1876.	Coney Island to Brooklyn.....	Abandoned.
Buffalo Erie Branch.....		Cananda to the Ruyter.....	Not in operation.
Canastota and De Ruyter.....		Coney Island to Brooklyn.....	In 1876 reorganized into Brooklyn Flatbush and Coney Island.
Canastota, Canastota and De Ruyter.....		D. & C. Railroad to Newburgh.....	Not in operation.
Canastota and East River.....		D. & C. Railroad to Coney Island.....	In 1877 consolidated into Brooklyn Flatbush and Coney Island.
Canastota and Newburgh.....		Prospect Park to Coney Island.....	Formerly Geneva and Hornellsville, and the Rochester, Hornellsville and Pine Creek. Not in operation.
Flatbush, Coney Island Park and Concourse.....		Geneva to West Branch, Pa.....	Formerly Geneva and Southwestern, and Geneva, Southwestern and Hornellsville. In 1876 consolidated into Geneva, Hornellsville and Pine Creek.
Geneva, Hornellsville and Pine Creek.....		Geneva to Hornellsville.....	Not in operation.
Geneva and Hornellsville.....		Jerome Park to N. Y. and H. Railroad.....	Not in operation.
Jerome Park Branch.....		Kings Bridge to Yonkers.....	Leased to New York and Manhattan Beach Railroad.
Kings Bridge and Yonkers.....		Kings County Central.....	Not in operation.
Kings County Central.....		Manhattan Railroad.....	Not in operation.
Manhattan Railroad.....		New York, Bay Ridge and Jamaica.....	Leased to the New York and Manhattan Beach Railroad.
New York, Bay Ridge and Jamaica.....		New York and Rockaway Beach.....	Abandoned.
New York and Rockaway Beach.....		New York and Sea Beach.....	Not in operation.
Niagara Falls Branch.....		Niagara Falls to R. W. & O. R. R.....	Formerly Solus Point and Southern; in operation.
Ontario Southern.....		Solus Point to Hall's Corners.....	Not in operation.
Prospect Park and Flatbush.....		County of Kings.....	Not in operation.
Southern.....		Brooklyn to Coney Island.....	Not in operation.
Southern.....		Syracuse to Utica C. & B. R. R.....	Abandoned.
Syracuse and Southwestern.....		Union to Binghamton.....	Not in operation.
West End and Glenwood.....			
1877		Astoria to Hunter's Point.....	In 1877 reorganized; in operation.
Brooklyn and Coney Island Central.....		Brooklyn to Coney Island.....	Not in operation.
Brooklyn, Flatbush and Coney Island Railway.....		Brooklyn to Coney Island.....	Formerly Flatbush and Coney Island Park and Concourse, and the Coney Island and East River; in operation.
Boston, Albany and Schenectady.....		Schenectady to Peterburgh.....	Not in operation.
Boston, Hoosac Tunnel and Western.....		Tray to Lake Ontario.....	Not in operation.
Buffalo City.....		Buffalo.....	Not in operation.
Buffalo Niagara Slip.....		Buffalo.....	Not in operation.
Chambers Street.....		New York.....	Abandoned.
Coney Island Branch.....		Coney Island.....	Not in operation.
Coney Island High and Low Water Mark.....		Coney Island.....	Not in operation.
Coney Island Surf.....		Coney Island.....	Not in operation.
Forty second Street Crossdown.....		New York.....	Not in operation.
Geneva, Ithaca and Sayre.....		Utica to Pennsylvania State line.....	Formerly Geneva, Ithaca and Athens; in operation.
Ithaca, Auburn and Western.....		Auburn to Ithaca.....	Operated by Utica, Ithaca and Elmira.
Madison, Amersfort and Coney Island.....		Coney Island.....	Not in operation.
Montroe and Greenwood Lake.....		County of Kings.....	Not in operation.
Newburgh, Dutchess and Connecticut.....		Montroe to Greenwood Lake.....	Not in operation.
New York and Manhattan Beach.....		Riskill to Pine Plains.....	Formerly Dutchess and Columbia; in operation.
New York, Brooklyn and Sea Shore.....		Brooklyn to Rockaway.....	In operation.
New York Central Niagara River.....		Brooklyn to Rockaway.....	Not in operation.
New York, Westchester and Putnam.....		N. Y. C. & H. R. R. to Niagara River.....	Leased to N. Y. C. & H. R. R. R. R.
New York, Woodhaven and Rockaway.....		Long Island City to Rockaway Beach.....	Formerly New York and Boston; not in operation.

LIST OF COMPANIES FORMED UNDER THE LAWS OF THIS STATE—(Continued).

NAME OF ROAD.	Where Located.	Remarks.
Ocean Palace Elevated.....	Coney Island.....	Not in operation.
Ogdensburg and Morristown.....	Morristown to Ogdensburg.....	Leased to Ultes and Black River.
Orange County.....	Orange County.....	Abandoned.
Penn Yan and New York.....	Penn Yan to Dresden.....	Not in operation.
Rochester, Nunda and Pittsburgh.....	Rochester to Pennsylvania State line.....	Not in operation.
Silver Lake.....	Canastota to Canastota.....	Formerly Rochester and Pine Creek; in operation.
Sheephead Bay and Coney Island.....	Kings county.....	Not in operation.
South Brooklyn Central.....	Brooklyn.....	Formerly South Brooklyn and Park; in operation.
Syracuse, Chenango and New York.....	Syracuse to Earlville.....	Formerly Syracuse and Chenango; in operation.
Syracuse and Southwestern.....	Syracuse to U. C. & H. R. R. E.....	Project abandoned.
Ultes and Ilion Narrow Gauge.....	Ultes to Ilion.....	Abandoned.
Walkill Valley.....	Montgomery to Albany.....	Reorganized; in operation.
1878.		
Addison, Oscola and Cowanesque Valley.....	Addison to Pennsylvania State line.....	Not in operation.
Brooklyn, Coney Island and Rockaway.....	Brooklyn to Rockaway.....	Formerly Brooklyn, Flatbush and Coney Island Railroad; not in operation.
Buffalo and Southwestern.....	Buffalo to Jamestown.....	Formerly Buffalo and Jamestown; in operation.
Buffalo, Syracuse and Albany.....	Buffalo to Albany.....	Not in operation.
Canal.....	Elmira to Horseheads.....	Not in operation.
Cayuga Southern.....	Cayuga to Ithaca.....	Formerly Cayuga; in operation.
Central Saratoga.....	Schenectady to Saratoga.....	Not in operation.
City (Poughkeepsie).....	Poughkeepsie.....	Formerly Poughkeepsie City; in operation.
Coney Island and Rockaway.....	Coney Island to Rockaway.....	Not in operation.
Forty-second St. Manhattanville and St. Nicholas Ave.....	New York.....	Not in operation.
Geneva and Lyons.....	Geneva to Lyons.....	Leased to N. Y. C. & H. R. R. R.
Kings County.....	Coney Island to Parkville.....	Not in operation.
Marine.....	Coney Island.....	Not in operation.
Metropolitan Elevated.....	New York.....	In operation.
Middle Central.....	Sodus Bay to Waverly.....	Formerly Gilbert Elevated; name changed by order of the court; in operation.
New England, New York and Pennsylvania.....	New Jersey State line to Albany county.....	Not in operation.
New York, Brooklyn and Sea Beach.....	Brooklyn to intersection of the New York and Sea Beach Railroad and Bay Ridge.....	Not in operation.
New York City and Northern.....	New York to Brevarders.....	Not in operation.
New York, Lake Erie and Western.....	New York to Buffalo.....	Not in operation.
New York, Sea Beach and Coney Island.....	Kings county.....	Formerly Erie; in operation.
Olean, Bradford and Warren.....	Olean to Pennsylvania State line.....	Not in operation.
Prospect Park and Clarkson Street.....	Town of Flatbush.....	In operation.
Rochester and Irondequoit.....	Rochester to Irondequoit.....	Not in operation.
Rockaway Elevated.....	Rockaway to Rockaway Beach.....	Not in operation.
Saratoga and Sardinia.....	Saratoga to Sardinia Junction.....	Not in operation.
Ultes, Ithaca and Elmira Railway Company.....	Ultes to Cortland.....	Not in operation.
Westchester County.....	Township of Westchester to Mt. Vernon.....	In operation.
		Ultes, Ithaca and Elmira Railroad reorganized.

TABLE showing the date when the several railroads of this State were opened for public travel.

1831.	
The Mohawk and Hudson, 17 miles	Miles opened each year. 17
1832.	
The Saratoga and Schenectady, 22 miles, and 1 mile of the New York and Harlem	23
1833.	
The New York and Harlem	1
1834.	
The Ithaca and Oswego, 29 miles, and 2 miles of the New York and Harlem	31
1835.	
The Rensselaer and Saratoga, 25 miles	25
1836.	
The Utica and Schenectady, 78 miles	78
1837.	
The Tonawanda, 44 miles; the Lewiston, 3 miles; 15 miles of the Long Island, and 2 miles of the New York and Harlem	64
1838.	
The Hudson and Berkshire	31
1839.	
The Syracuse and Utica, 53 miles, and 2 miles of the New York and Harlem	55
1840.	
None.	
1841.	
Forty-six miles of the New York and Erie, and five miles of the Long Island	51

1842.

Miles opened
each year.

The Albany and West Stockbridge, 38 miles ; the Auburn and Rochester, 78 miles ; the Schenectady and Troy, 21 miles ; 10 miles of the Long Island, and 6 miles of the New York and Harlem	153
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1843.

The Auburn and Syracuse, 26 miles ; the Attica and Buffalo, 31 miles, and 7 miles of the New York and Erie	64
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1844.

Fifty-two miles of the Long Island, and 12 miles of the New York and Harlem	64
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1845.

The Cayuga and Susquehanna, 29 miles ; the Buffalo and Niagara Falls, 22 miles ; the Troy and Greenbush, 6 miles, and the Skaneateles and Jordan, 5 miles	62
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1846.

Eight miles of the New York and Erie	8
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1847.

Twenty-five miles of the New York and Harlem	25
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1848.

The Saratoga and Whitehall, 40 miles ; the Oswego and Syracuse, 35 miles ; 140 miles of the New York and Erie, and 29 miles of the New York and Harlem	244
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1849.

The Chemung, 17 miles ; 59 miles of the New York and Erie, and 75 miles of the Hudson River	151
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1850.

The Northern Ogdensburgh, 118 miles ; the New York and New Haven, 14 miles ; 78 miles of the New York and Erie ; 18 miles of the Watertown and Rome, and 69 miles of the Hudson River	297
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RAILROAD REPORT.

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1851.

Miles opened
each year.

The Canandaigua and Elmira, 47 miles ; 128 miles of the New York and Erie, and 52 miles of the Watertown and Rome	227
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1852.

The Buffalo and State Line, 69 miles ; the Troy and Boston, 26 miles ; the Plattsburgh and Montreal, 23 miles ; the Sixth Avenue, 4 miles ; 51 miles of the New York and Harlem ; 20 miles of the Watertown and Rome, and 44 miles of the Buffalo, Corning and New York	237
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1853.

The Albany Northern, 33 miles ; the Troy and Benning- ton, 5 miles ; the Troy Union, 2 miles ; the Canandaigua and Niagara Falls, 99 miles ; the Buffalo and New York City, 91 miles ; the Rochester, Lockport and Niagara Falls, 77 miles ; the Sackett's Harbor and Ellisburgh, 18 miles, and 46 miles of the Buffalo, Corning and New York	371
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1854.

The Syracuse and Binghamton, 80 miles ; the Flushing, 8 miles ; the Brooklyn City, 17 miles, and the Third Av- enue, 4 miles	109
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1855.

26 miles of the Black River and Utica, and 30 miles of the Potsdam and Watertown	56
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1856.

9 miles of the Black River and Utica, and 24½ miles of the Potsdam and Watertown	33.50
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1857.

2 miles of the Brooklyn City, and 21 miles of the Potsdam and Watertown	23
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1858.

11 miles of the Buffalo, New York and Erie	11
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1859.

	Miles opened each year.
The Genesee Valley, $15\frac{1}{2}$ miles ; the Ninth Avenue, $3\frac{1}{2}$ miles, and the Broadway Railroad of Brooklyn, $4\frac{1}{2}$ miles,	23.50

1860.

The Atlantic and Great Western in New York, 49 miles ; the Staten Island, 13 miles ; 4 miles of the Brooklyn Central and Jamaica ; 5 miles of the Brooklyn City, and 1 mile of the Ninth Avenue.....	72
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1861.

4 miles of the Brooklyn City, and 5 miles of the Warwick Valley	9
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1862.

Coney Island and Brooklyn, $10\frac{1}{2}$ miles ; 5 miles of the Brooklyn City and Newtown ; $17\frac{1}{2}$ miles of the Rome, Watertown and Ogdensburgh, and 5 miles of the Warwick Valley.....	38
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1863.

Albany and Susquehanna, 35 miles ; Brooklyn, Bath and Coney Island, 4 miles ; Forty-second Street and Grand Street Ferry, 7 miles ; Rochester City and Brighton, $6\frac{1}{2}$ miles ; Utica City, 2 miles ; Van Brunt Street and Erie Basin, $1\frac{1}{2}$ miles.....	56
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1864.

Albany and Susquehanna, 1 mile ; Broadway and Seventh Avenue, 8 miles ; Brooklyn, Bath and Coney Island, $2\frac{1}{2}$ miles ; Central Park, North and East River, 19 miles ; Forty-second Street and Grand Street Ferry, 1 mile ; Long Island, $5\frac{1}{2}$ miles ; Harlem Bridge, Morrisania and Fordham, 5 miles ; Troy and Cohoes, $3\frac{1}{2}$ miles ; Utica City, 2 miles.....	47.50
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1865.

Adirondack Company, 25 miles ; Albany Railway, 3 miles ; Albany and Susquehanna, 46 miles ; Oswego and Rome, 18 miles ; Saratoga and Hudson River, 26 miles.....	118
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1866.

Miles opened
each year.

Albany and Susquehanna, 16.52 miles; Brooklyn and Rock-
away Beach, 3.50 miles; Buffalo, Bradford and Pitts-
burgh, 8 miles; North Shore, 6.25 miles; Oswego and
Rome, 10.58 miles; Albany Railway, 2.48 miles;
Bleecker Street and Fulton Ferry, 3.50 miles; Brooklyn
City, 0.75 mile; Dry Dock, East Broadway and Battery,
4.72 miles ----- 56.30

1867.

Albany and Susquehanna, 9.48 miles; Buffalo, Corry and
Pittsburgh, 36.70 miles; Long Island, 10 miles; Mid-
dletown, Unionville and Water Gap, 6 miles; Montgom-
ery and Erie, 10.27 miles; New York, Housatonic and
Northern, 5 miles; Schoharie Valley, 4.38 miles; Utica,
Chenango and Susquehanna Valley, 12 miles ----- 93.82

1868.

Albany and Susquehanna, 17 miles; Black River and Wood-
hull, 7.50 miles; Buffalo, Corry and Pittsburgh, 6.50
miles; Buffalo and Washington, 16.03 miles; Long
Island, 6 miles; Middleburgh and Schoharie, 5 miles;
Middletown, Unionville and Water Gap, 7 miles; Skan-
eateles, 5 miles; South Side, 53 miles; Utica and Black
River, 9.70 miles; Utica, Chenango and Susquehanna
Valley, 31 miles; Whitehall and Plattsburgh, 15.56 miles, 169.29

1869.

Adirondack Company, 12 miles; Albany and Susquehanna,
17 miles; Black River and St. Lawrence, 1.75 miles;
Black River and Woodhull, 3 miles; Clove Branch, 4.25
miles; Cooperstown and Susquehanna Valley, 16 miles;
Dutchess and Columbia, 43 miles; Far Rockaway
Branch, 6 miles; Flushing and North Side, 3 miles;
Glen's Falls, 5.77 miles; Goshen and Deckertown, 11.64
miles; Greenwich and Johnsonville, 0.25 mile; Lake
Champlain and Moriah, 7 miles; Lebanon Springs, 57
miles; Middleburgh and Schoharie, 75 miles; New York

Miles opened
each year.

and Oswego Midland, 100 miles ; Reusselaer and Saratoga, 6 miles ; Rondout and Oswego, 12 miles ; Southern Central, 25 miles ; Southfield Branch, 1 mile ; South Side, 4 miles ; Utica and Black River, 14.36 miles ; Utica, Chenango and Susquehanna Valley, 13 miles ; Valley, 1.50 miles ; Wallkill Valley, 11.50 miles ; Whitehall and Plattsburgh, 4.44 miles..... 370.21

1870.

Adirondack Company, 12 miles ; Black River and St. Lawrence, 11.25 miles ; Buffalo Creek, 3.25 miles ; Carthage, Watertown and Sackett's Harbor, 3.14 miles ; Cazenovia and Canastota, 15 miles ; Cherry Valley, Sharon and Albany, 20.91 miles ; Flushing and North Side, 0.85 mile ; Fonda, Johnstown and Gloversville, 10 miles ; Greenwich and Johnsonville, 13.75 miles ; Hempstead and Rockaway, 5.50 miles ; Lake Champlain and Moriah, 0.18 mile ; Long Island, 35 miles ; Monticello and Port Jervis, 12 miles ; New York and Oswego Midland, 110 miles ; Nyack and Northern, 4.33 miles ; Oswego and Syracuse, 7.64 miles ; Poughkeepsie and Eastern, 15.26 miles ; Rondout and Oswego, 21.03 miles ; Southern Central, 43 miles ; Utica, Chenango and Susquehanna Valley, 11 miles ; Valley, 9.50 miles ; Wallkill Valley, 6 miles 370.59

1871.

Adirondack Company, 11 miles ; Avon, Geneseo and Mount Morris, 3.50 miles ; Buffalo, New York and Philadelphia, 12.06 miles ; Carthage, Watertown and Sackett's Harbor, 4 miles ; Dunkirk, Warren and Pittsburgh, 54.80 miles ; Dutchess and Columbia, 15 miles ; Erie and Genesee Valley, 7 miles ; Greene, 8 miles ; Ithaca and Athens, 35 miles ; Ithaca and Cortland, 20 miles ; Junction, 7.67 miles ; Lackawanna and Susquehanna, 11.75 miles ; Monticello and Port Jervis, 11.75 miles ; New York and Mahopac, 6.97 miles ; New York and Oswego Midland, 54 miles ; Poughkeepsie and Eastern, 5.57 miles ; Rochester and Pine Creek, 6.25 miles ; Rome and Clinton, 13.03 miles ; Rondout and

Miles opened
each year.

Oswego, 26.97 miles ; Schenectady and Susquehanna, 3 miles ; Southern Central, 27 miles ; Spuyten Duyvil and Port Morris, 6 miles ; Suspension Bridge and Erie Junction, 23.50 miles ; Syracuse and Chenango Valley, 12 miles ; Syracuse Northern, 40 miles ; Utica and Black River, 15.75 miles ; Utica, Chenango and Susquehanna Valley, 1 mile ; Valley, 0.50 mile ; Wallkill Valley, 6.50 miles -----

446.60

1872.

Black River and Morristown, 8 miles ; Buffalo, New York and Philadelphia, 59.91 miles ; Cayuga Lake, 12 miles ; Central of Long Island, 22 miles ; Erie and Genesee Valley, 5.25 miles ; Ithaca and Athens, 0.63 mile ; Lackawanna and Susquehanna, 5.70 miles ; Lake Ontario Shore, 1.06 miles ; Middletown and Crawford, 10.22 miles ; New York and Hempstead, 5.50 miles ; New York, Kingston and Syracuse, 14 miles ; New York and Oswego Midland, 72 miles ; Poughkeepsie and Eastern, 21.02 miles ; Schenectady and Susquehanna, 12 miles ; Smithtown and Port Jefferson, 4 miles ; Sodus Point and Southern, 25 miles ; Southern Central, 21 miles ; Syracuse and Chenango Valley, 14 miles ; Syracuse Northern, 4.40 miles ; Utica, Chenango and Susquehanna Valley, 30 miles ; Utica, Ithaca and Elmira, 20 miles ; Wallkill Valley, 8.10 miles -----

375.79

1873.

Buffalo Creek, 0.50 mile ; Buffalo and Jamestown, 25 miles ; Buffalo, New York and Philadelphia, 32.55 miles ; Cayuga Lake, 26 miles ; Central Extension, 8 miles ; Clayton and Theresa, 15.86 miles ; Geneva and Ithaca, 40 miles ; Harlem River and Port Chester, 11.80 miles ; Jersey City and Albany, 12.50 miles ; Lackawanna and Susquehanna, 4.26 miles ; Lake Ontario Shore, 50.24 miles ; New York, Boston and Montreal, 20.75 miles ; New York and Canada, 17 miles ; New York and Oswego Midland, 37 miles ; New York and Rockaway, 10 miles ; Rensselaer and Saratoga, 1.41

Miles opened
each year.

miles ; Rochester, Nunda and Pennsylvania, 10 miles ;
 Smithtown and Port Jefferson, 15 miles ; Sodus Point
 and Southern, 10 miles ; South Side, 16 miles ; Utica
 and Black River, 12.25 miles ; West Troy and Green
 Island, 1.07 miles 377.19

1874.

Buffalo and Jamestown, 5 miles ; Carthage, Watertown
 and Sackett's Harbor, 12 miles ; Flushing, North Shore
 and Central, 28.90 miles ; Newtown and Flushing, 4
 miles ; Rhinebeck and Connecticut, 28 miles ; Rochester,
 Nunda and Pennsylvania, 10 miles ; Rochester and State
 Line, 24.10 miles ; Syracuse and Chenango, 17.49 miles ;
 Syracuse Junction, 7.81 miles ; Utica, Ithaca and Elmira,
 10 miles 147.30

1875.

Bath and Hammondsport, 9.40 miles ; Black River and
 Morristown, 14.10 miles ; Buffalo and Jamestown, 36.50
 miles ; Gloversville and Northville, 10 miles ; New Jer-
 sey and New York, 15.25 miles ; New York and Canada,
 50.60 miles ; Rhinebeck and Connecticut, 7.20 miles ;
 Rome, Watertown and Ogdensburgh, 22.55 miles ; Utica,
 Ithaca and Elmira, 22 miles 187.60

Number of miles of street road built during the year end-
 ing September 30, 1875 :

Albany, 1.25 miles ; Brooklyn City, 3.50 miles ; Buffalo
 East Side, 5.30 miles ; Bushwick, 0.50 mile ; Central
 Crosstown, 2.40 miles ; Elmira and Horseheads, 0.78
 mile ; Fonda and Fultonville, 1 mile ; Gloversville and
 Kingsboro, 2.34 miles ; Grand Street and Newtown, 1
 mile ; Long Island City Shore, 5 miles ; Prospect Park
 and Coney Island, 0.95 mile ; Rochester City and Brigh-
 ton, 1.75 miles ; Second Avenue, 1 mile ; South Ferry,
 0.85 mile ; Washington Street and State Asylum, 2 miles, 29.62

1876.

Atlantic and Great Western, 8 miles ; Black River and
 Morristown, 22 miles ; Flushing, North Shore and Cen-

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Miles opened
each year.

tral, 1.69 miles ; Garnerville, 0.91 mile ; Gloversville and Northville, 6.83 miles ; Lake Champlain and Mohawk, 0.62 mile ; Lake Shore and Michigan Southern, 1.41 miles ; Long Island, 7.80 miles ; New York, Bay Ridge and Jamaica, 2.25 miles ; Lake Ontario, branch of Rome, Watertown and Ogdensburgh, 89.53 miles ; Southern of Long Island, 0.51 mile.....	141.55
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Number of miles of street railroad laid during the year ending September 30, 1876 :

Albany, 0.25 mile ; Atlantic Avenue, 1.50 miles ; Buffalo and East Side, 0.92 mile ; Bushwick, 3 miles ; Fifth Ward, 0.65 mile ; Grand Street and Newtown, 3 miles ; New York Elevated, 1 mile.....	10.32
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1877.

Buffalo Erie Basin, 0.11 mile ; Long Island, 4.21 miles ; New York, Bay Ridge and Jamaica, 5.91 miles ; Rome, Watertown and Ogdensburgh, 2.12 miles	12.35
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Number of miles of street railroad laid during the year ending September 30, 1877 :

Central Park, North and East River, 1 mile ; New York Elevated, 0.71 mile ; Troy and Lansingburgh, 0.30 mile ; Utica and Mohawk, 0.50 mile.....	2.51
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1878.

Brooklyn, Flatbush and Coney Island.....	7.50
Brooklyn and Rockaway Beach.....	2.65
Cazenovia, Canastota and De Ruyter.....	14.25
Geneva and Lyons.....	16.91
Glendale and East River	2.70
Marine.....	1.60
Metropolitan Elevated.....	5.00
New York Elevated.....	6.87
Olean, Bradford and Warren.....	12.53
Rochester and State Line.....	82.53
Syracuse, Geneva and Corning.....	27.25

Total	179.79
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Miles opened
each year.Number of miles of street railroad laid during the year
ending September 30th, 1878 :

Atlantic Avenue.....	1.25
Broadway (of Brooklyn).....	2.24
Bushwick	2.25
One Hundred and Twenty-fifth Street.....	0.25
Rochester City and Brighton.....	1.50
South Brooklyn Central.....	0.50
Washington Street and State Asylum.....	0.25
Total	8.24

TABULATED RESULTS,
COMPILED FROM
REPORTS
OF
STEAM RAILROAD COMPANIES.

TABLE A.
STOCK AND DEBTS.

NAME OF ROAD.	Date of charter.	(1)	(2)	(3)	(4)
		Amount of capital stock per charter and acts of legislature.	Amount of stock subscribed.	Amount paid in by last report.	Total amount now paid in.
Adirondack	Oct. 24, 1863	\$10,000,000 00	\$4,263,000 00	\$4,263,000 00	\$4,263,000 00
Addison, Ocola and Cowanesque Valley	Dec. 26, 1877	125,000 00	21,250 00	.....	2,125 00
Albany and Susquehanna	April 19, 1851	1,400,000 00	3,500,000 00	.....	3,500,000 00
Albany and Vermont	Oct. 6, 1859	600,000 00	600,000 00	600,000 00	600,000 00
Atlantic and Great Western	May 18, 1859	50,000,000 00	50,000,000 00	34,675,804 10	34,675,804 10
Avon, Genesee and Mount Morris	March 8, 1860	225,000 00	225,000 00	225,000 00	225,000 00
Bath and Hammondsport	Jan. 17, 1872	100,000 00	75,000 00	75,000 00	75,000 00
Black River and St. Lawrence	March 22, 1870	600,000 00	371,000 00	327,462 91	327,462 91
Boston and Albany	June 30, 1868	380,000 00	183,500 00	144,388 53	144,388 53
Boston, Albany and Schenectady	July 20, 1877	2,000,000 00	20,000,000 00	20,000,000 00	20,000,000 00
Boston, Hoosac Tunnel and Albany	Sept. 9, 1873	260,000 00	51,000 00	5,100 00	5,100 00
Boston, Hoosac Tunnel and Western	Feb. 16, 1877	10,000,000 00	34,000 00	3,400 00	3,400 00
Brooklyn, New York and Chicago	Nov. 6, 1874	16,000,000 00	16,000 00	16,000 00	16,000 00
Brooklyn and Coney Island Central	Oct. 5, 1876	500,000 00	333,000 00	33,300 00	33,300 00
Brooklyn, Coney Island and Rockaway	Nov. 28, 1877	300,000 00	301,700 00	22,112 60	22,112 60
Brooklyn Elevated Silent Safety	May 24, 1874	5,000,000 00	564,833 00	60,853 00	60,853 00
Brooklyn, Flatbush and Coney Island	Oct. 5, 1877	300,000 00	500,000 00	77,250 00	474,825 00
Brooklyn and Rockaway Beach	Dec. 24, 1883	150,000 00	147,500 00	145,500 00	147,500 00
Buffalo City	June 6, 1877	100,000 00	68,200 00	.....	6,320 00
Buffalo Creek	Jan. 25, 1869	250,000 00	250,000 00	248,390 00	248,390 00
Buffalo Creek Extension	March 30, 1874	50,000 00	5,000 00	500 00	500 00
Buffalo Crostown	Dec. 20, 1873	100,000 00	100,000 00	10,000 00	10,000 00
Buffalo Erie Basin	July 8, 1876	20,000 00	20,000 00	2,000 00	2,000 00
Buffalo, New York and Erie	Oct. 24, 1867	1,500,000 00	950,000 00	930,000 00	930,000 00
Buffalo, New York and Philadelphia	April 12, 1871	3,500,000 00	2,383,100 00	1,944,730 00	1,944,730 00
Buffalo Niagara Slip	April 6, 1877	20,000 00	15,100 00	1,510 00	1,510 00
Buffalo and Southwestern	Dec. 11, 1877	943,800 00	943,800 00	.....	943,800 00
Buffalo, Syracuse and Albany	Jan. 29, 1878	10,000,000 00	1,404,500 00	.....	70,000 00
Canal	April 26, 1878	60,000 00	6,750 00	.....	625 00
Camdenque, Palmyra and Ontario	March 20, 1872	1,000,000 00	41,900 00	6,040 00	6,040 00
Canby, Watertown and Sackett's Harbor	Feb. 5, 1869	700,000 00	491,700 00	484,933 00	484,933 00
Cayuga Southern	Dec. 3, 1877	425,000 00	425,000 00	.....	425,000 00
Cayuga and Susquehanna	April 18, 1843	1,500,000 00	697,000 00	589,110 00	589,110 00
Cazenovia, Canastota and De Ruyter	June 17, 1873	1,100,000 00	614,000 00	614,000 00	614,000 00

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Central Savannah View.....	Oct. 1877	500,000 00	500,000 00	1,400 00	95,000 00
Charlotte Lake View.....	July 6, 1876	200,000 00	200,000 00	1,400 00	14,000 00
Chattahoochee Lake.....	June 3, 1874	500,000 00	500,000 00	.....	14,000 00	14,000 00
Chickasaw.....	July 1, 1874	500,000 00	500,000 00	.....	380,000 00	380,000 00
Cincinnati.....	July 1, 1871	500,000 00	500,000 00	.....	203,570 00	203,570 00
Clayton and Sharon and Albany.....	Nov. 10, 1869	500,000 00	500,000 00	.....	281,350 00	281,350 00
Clayton Valley.....	Nov. 1, 1868	500,000 00	500,000 00	.....	281,350 00	281,350 00
Clove Island Tunnel.....	Sept. 22, 1877	150,000 00	150,000 00	.....	150,000 00	150,000 00
Conny Island High and Low Water Mark.....	Sept. 22, 1877	50,000 00	50,000 00	.....	50,000 00	50,000 00
Conny Island and Rockaway.....	March 11, 1878	50,000 00	50,000 00	.....	50,000 00	50,000 00
Coney Island Surf.....	May 23, 1877	50,000 00	50,000 00	.....	50,000 00	50,000 00
Coney Island and Sassaunna Valley.....	Feb. 25, 1865	50,000 00	50,000 00	.....	50,000 00	50,000 00
Cooperstown and Autrim.....	Jan. 2, 1873	50,000 00	50,000 00	.....	50,000 00	50,000 00
Corning, Cowanesque and Autrim.....	Nov. 14, 1870	50,000 00	50,000 00	.....	50,000 00	50,000 00
Dell and Middletown.....	Dec. 31, 1872	50,000 00	50,000 00	.....	50,000 00	50,000 00
Dunkirk, Allegheny Valley and Pittsburgh.....	Feb. 18, 1859	500,000 00	500,000 00	.....	500,000 00	500,000 00
Dunkirk, Jefferson and Canandaigua.....	April 21, 1872	500,000 00	500,000 00	.....	500,000 00	500,000 00
Elmira State Line.....	June 1, 1860	50,000 00	50,000 00	.....	50,000 00	50,000 00
Elmira and Williamsport.....	June 21, 1861	50,000 00	50,000 00	.....	50,000 00	50,000 00
Elrie.....	Aug. 21, 1872	50,000 00	50,000 00	.....	50,000 00	50,000 00
Erie International.....	Jan. 24, 1868	500,000 00	500,000 00	.....	500,000 00	500,000 00
Erie and Genesee Valley.....	March 14, 1876	500,000 00	500,000 00	.....	500,000 00	500,000 00
Fishkill and Newburgh.....	Aug. 1, 1874	5,000,000 00	5,000,000 00	.....	814,925 00	814,925 00
Florence, North Shore and Central.....	Jan. 17, 1867	500,000 00	500,000 00	.....	300,000 00	300,000 00
Fonda, Johnstown and Gloversville.....	April 10, 1875	55,000 00	55,000 00	.....	37,360 83	37,360 83
Garnerville.....	Jan. 31, 1876	703,500 00	703,500 00	.....	382,175 00	382,175 00
Geneva, Hornellsville and Pine Creek.....	Oct. 2, 1876	850,000 00	850,000 00	.....	850,000 00	850,000 00
Geneva, Ithaca and Sayre.....	Oct. 2, 1876	1,750,000 00	1,750,000 00	.....	15,000 00	15,000 00
Geneva and Lyons.....	March 28, 1874	500,000 00	500,000 00	.....	7,460 00	7,460 00
Glendale and East River.....	July 30, 1873	500,000 00	500,000 00	.....	96,639 50	96,639 50
Glen Falls.....	Jan. 30, 1873	500,000 00	500,000 00	.....	96,214 75	96,214 75
Gloversville and Northville.....	March 18, 1868	850,000 00	850,000 00	.....	105,800 00	105,800 00
Goshen and Deerpark.....	Oct. 18, 1869	500,000 00	500,000 00	.....	200,000 00	200,000 00
Greene.....	March 26, 1874	150,000 00	150,000 00	.....	130,888 00	130,888 00
Greenwich and Johnsonville.....	April 23, 1870	4,000,000 00	4,000,000 00	e 4,000,000 00	42,160 00	42,160 00
Harlem Extension.....	April 23, 1870	1,000,000 00	1,000,000 00	.....	42,160 00	42,160 00
Harlem River and Port Chester.....	May 9, 1870	10,000,000 00	10,000,000 00	.....	255,300 00	255,300 00
Hudson Suspension Bridge and New-England.....	Sept. 30, 1876	1,000,000 00	1,000,000 00	.....	970,000 00	970,000 00
Ithaca, Auburn and Western.....	June 24, 1873	5,000,000 00	5,000,000 00	.....	214,600 00	214,600 00
Jersey City and Albany.....	March 7, 1876	250,000 00	250,000 00	.....	400 00	400 00
Junction.....	Aug. 8, 1878	50,000 00	50,000 00	.....	80,000 00	80,000 00
King's Bridge and Yonkers.....	Sept. 14, 1875	500,000 00	500,000 00	.....	50,000,000 00	50,000,000 00
Kings County Central.....	Dec. 4, 1867	200,000 00	200,000 00	.....	1,000 00	1,000 00
Lake Champlain and Moriah.....	Aug. 14, 1869	50,000,000 00	50,000,000 00	.....	103,450 00	103,450 00
Lake Shore and Michigan Southern.....	July 30, 1874	100,000 00	100,000 00	.....	8,350,600 00	8,350,600 00
Lawrenceville and Erie.....	Aug. 30, 1871	200,000 00	200,000 00	.....	100,000 00	100,000 00
Lockport and Buffalo.....	April 24, 1854	3,250,600 00	3,250,600 00	.....	4,000 00	4,000 00
Long Island.....	Dec. 25, 1875	2,000,000 00	2,000,000 00	.....	26,125 00	26,125 00
Manhattan.....	June 19, 1877	40,000 00	40,000 00	.....	.....	.....
Marginal.....	Feb. 27, 1878	50,000 00	50,000 00	.....	.....	.....
Marino.....	.....	50,000 00	50,000 00	.....	.....	.....

TABLE A — (Continued).

NAME OF ROAD.	Date of charter.	(1) Amount of capital stock per charter and acts of legislature.	(2) Amount of stock subscribed.	(3) Amount paid in by last report.	(4) Total amount now paid in.
Metropolitan Elevated	July 1, 1878	\$3,500,000 00	\$555,000 00	.....	\$555,000 00
Metropolitan Transit	Dec. 21, 1874	5,000,000 00	.....	.....	.....
Middle Central	March 29, 1878	100,000 00	.....	.....	.....
Middleburgh and Scholario	March 29, 1878	100,000 00	91,000 00	\$85,000 00	85,000 00
Middletown and Cawflow	Aug. 3, 1868	250,000 00	.....	131,137 54	131,137 54
Middletown, Unionville and Water Gap	May 25, 1866	300,000 00	123,850 00	123,850 00	123,850 00
Midwout, Abersfort and Coney Island	June 29, 1877	275,000 00	10,400 00	2,000 00	2,000 00
Monroe and Greenwood Lake	Dec. 3, 1876	250,000 00	12,000 00	1,200 00	1,200 00
Montgomery and Erie	Jan. 3, 1865	250,000 00	150,000 00	150,000 00	150,000 00
Namuel and New City	May 23, 1871	80,000 00	25,720 00	25,330 77	25,330 77
Newburgh, Dutchess and Connecticut	Jan. 15, 1871	1,100,000 00	887,350 00	.....	887,350 00
Newburgh and New York	Feb. 10, 1865	500,000 00	500,000 00	c 500,000 00	c 500,000 00
New England, New York and Pennsylvania	Feb. 29, 1878	10,000,000 00	107,400 00	10,740 00	10,740 00
New Jersey and New York	.....	1,187,400 00	1,187,400 00	1,187,400 00	1,187,400 00
Newtown and Flushing	March 8, 1871	b 250,000 00	b 42,700 00	b 8,540 00	b 8,540 00
New York and Albany	Nov. 14, 1866	5,000,000 00	156,100 00	15,010 00	15,010 00
New York, Bay Ridge and Jamaica	Nov. 29, 1875	5,000,000 00	300,000 00	102,540 00	102,540 00
New York, Brooklyn and Sea Shore	Jan. 4, 1877	700,000 00	91,700 00	82,000 00	82,000 00
New York and Canada	March 6, 1872	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
New York Central and Hudson River	Nov. 1, 1869	89,428,300 00	89,428,300 00	89,428,300 00	89,428,300 00
New York Central and Niagara River	March 30, 1877	150,000 00	104,000 00	10,490 00	10,490 00
New York City and Northern	March 1, 1878	2,250,000 00	4,253,425 00	1,087,125 00	1,087,125 00
New York Elevated	Dec. 5, 1871	10,000,000 00	4,253,425 00	3,191,125 00	3,191,125 00
New York and Harlem	April 25, 1831	10,000,000 00	9,450,000 00	9,450,000 00	9,450,000 00
New York, Honesatole and Northern	Oct. 6, 1863	b 3,000,000 00	b 389,200 00	b 261,200 00	b 261,200 00
New York, Lake Erie and Western	April 27, 1871	500,000 00	205,000 00	205,000 00	205,000 00
New York and Mahanog	March 7, 1871	500,000 00	500,000 00	485,500 00	485,500 00
New York and Manhattan Beach	Oct. 24, 1876	500,000 00	500,000 00	.....	.....
New York and New England	May 9, 1873	15,500,000 00	15,500,000 00	15,500,000 00	15,500,000 00
New York, New Haven and Hartford	Jan. 11, 1839	10,000,000 00	7,707,500 00	6,800,522 29	6,800,522 29
New York and Oswego Midland	Dec. 30, 1873	500,000 00	5,000 00	500 00	500 00
New York Quick Track	.....	b 850,000 00	.....	.....	.....
New York, Sea Beach and Coney Island	Sept. 25, 1876	100,000 00	88,500 00	88,500 00	88,500 00
New York and Rockaway	Dec. 30, 1870	b 250,000 00	b 100,000 00	b 100,000 00	b 100,000 00
New York and Rockaway Beach	Dec. 1, 1875	100,000 00	.....	.....	.....
New York and South Side	.....	A 2,000,000 00	.....	.....	.....
New York Underground Extension	Dec. 29, 1873	10,000,000 00	3,000 00	300 00	300 00

TABLE A — (Continued).

NAME OF ROAD.	Date of charter.	(1) Amount of capital stock per charter and acts of legislature.	(2) Amount of stock subscribed.	(3) Amount paid in by last report	(4) Total amount now paid in.
Syracuse, Phoenix and Oswego.....	Nov. 19, 1871	\$500,000 00	\$120,700 00	\$97,150 00	\$97,150 00
Tioga and Savonia.....	April 21, 1875	400,000 00	.....	.....	.....
Troy and Bennington.....	May 27, 1881	80,000 00	75,400 00	75,400 00	75,400 00
Troy and Boston.....	Nov. 29, 1849	2,000,000 00	1,645,608 78	1,609,010 00	1,609,010 00
Troy and Greenbush.....	May 14, 1845	275,000 00	274,400 00	274,400 00	274,400 00
Troy Union.....	July 21, 1861	30,000 00	30,000 00	30,000 00	30,000 00
Ulster and Delaware.....	May 1, 1875	1,250,000 00	1,152,100 00	1,152,100 00	1,152,100 00
Union.....	Jan. 20, 1881	50,000 00	50,000 00	50,000 00	50,000 00
Utica and Black River.....	May 22, 1881	2,000,000 00	1,775,100 00	1,771,730 00	1,771,730 00
Utica, Chemung and Cortland.....	April 9, 1870	800,000 00	348,000 00	297,000 00	297,000 00
Utica, Chemung and Susquehanna Valley.....	Jan. 11, 1866	4,000,000 00	4,600,000 00	4,000,000 00	4,000,000 00
Utica, Clinton and Binghamton.....	March 25, 1868	1,000,000 00	610,325 70	610,325 70	610,325 70
Utica and Fair Ground.....	March 12, 1875	50,000 00	.....	.....	.....
Utica and Ilion Narrow Gauge.....	Jan. 3, 1877	130,000 00	.....	.....	.....
Utica, Ithaca and Elmira.....	May 10, 1878	2,000,000 00	2,000,000 00	.....	2,000,000 00
Valley.....	March 4, 1869	750,000 00	750,000 00	750,000 00	750,000 00
Walkill Valley.....	July 2, 1877	330,000 00	330,000 00	330,000 00	330,000 00
Warwick Valley.....	March 8, 1860	225,000 00	225,000 00	225,000 00	225,000 00
Waverly and State Line.....	June 11, 1867	10,000 00	10,000 00	10,000 00	10,000 00
Westchester County.....	March 21, 1878	500,000 00	.....	.....	.....
West Shore Hudson River.....	March 31, 1868	4,500,000 00	6,626,700 00	6,626,700 00	6,626,700 00
West Troy and Green Island.....	Oct. 15, 1870	30,000 00	30,000 00	3,390 00	3,390 00
Total.....		\$502,034,810 00	\$430,633,777 48	\$369,585,453 81	\$419,945,754 25

^a From report of 1874.^b From report of 1873.^c From report of 1868.^d Capital stock not stated in charter.^e From report of 1872.^f See Erie.

* Not incorporated under laws of State of New York.

^g From report of 1876.^h From articles of association.ⁱ From report of Buffalo, Bradford and Pittsburgh for 1868.

TABLE A — (Continued).

(5)	(6)	(7)	(8)	(9)	(10)
Funded debt as by last report.	Total amount low of funded debt.	Floating debt as by last report.	Total amount low of floating debt.	Total amount low of funded and floating debt.	Average rate per annum of interest on funded debt.
<i>a</i> \$5,000,000 00	<i>a</i> \$5,000,000 00	<i>a</i> \$1,971,734 08	<i>a</i> \$1,971,734 08	<i>a</i> \$7,971,734 08	<i>a</i> 7 per cent.
Atlantic and Susquehanna.....	6,045,000 00		6,045,000 00	6,045,000 00	7
Atlantic and Great Western.....	68,594,811 28	6,475,126 80	74,069,938 08	68,594,811 28	7
Aron, Genesee and Mount Morris.....	20,000 00			20,000 00	7
Bath and Hammondsport.....	35,000 00	3,452 00	38,452 00	35,000 00	7
Black River and Morrisport.....	500,000 00			500,000 00	7
Black River and St. Lawrence.....		136 00	136 00	136 00	
Boston and Albany.....	7,000,000 00	1,003,056 75	8,003,056 75	7,541,125 35	6 and 7
Boston, Hoosac Tunnel and Albany.....				81,000 00	
Brooklyn, Bath and Coney Island.....	80,000 00			80,000 00	7
Brooklyn, Flatbush and Coney Island.....	694,000 00			694,886 50	7
Brooklyn and Rockaway Beach.....	35,000 00			35,000 00	7
Buffalo and Bradford and Pittsburgh.....	<i>d</i> 580,000 00	7,000 00	587,000 00	764,886 35	7
Buffalo City.....	19,500 00			<i>d</i> 580,000 00	7
Buffalo Creek.....			847 37	20,047 37	
Buffalo Erie Basin.....		107,633 84	107,633 84	94,253 38	
Buffalo, New York and Erie.....	2,350,000 00		2,350,000 00	2,350,000 00	7
Buffalo, New York and Philadelphia.....	3,449,500 00	1,076,308 89	4,525,808 89	4,514,839 29	6 gold; 10 enr.
Buffalo and Southwestern.....	1,548,798 67		1,548,798 67	1,537,401 77	6 gold.
Carthage, Watertown and Sackett's Harbor.....	300,000 00			300,000 00	7 per cent.
Cayuga Southern.....				30,190 20	
Cazenovia.....	600,000 00	3,636 48	603,636 48	607,220 89	7
Chautauque Lake.....		567 43	567 43	567 43	
Cherry Valley, Sharon and Albany.....	10,000 00			10,000 00	
Clayton and Theresa.....	200,000 00			219,153 81	7
Clive Branch.....		19,133 81	19,133 81	7,500 00	
Cooperstown and Susquehanna Valley.....	140,000 00			134,667 71	7
Corning, Conquesque and Antrim.....	500,000 00	3,451 00	503,451 00	500,000 00	7
Dunkirk and Middletown.....	60,000 00	69,349 92	129,349 92	72,383 00	7
Dunkirk, Allegheny Valley and Pittsburgh.....	3,200,000 00	12,855 00	3,212,855 00	3,388,522 89	7
Elmira State Line.....	160,000 00	182,255 79	342,255 79	160,000 00	7
Elmira and Williamsport.....	1,620,000 00			1,620,000 00	6 1/2
Erie.....	54,271,814 00	1,887,216 11	56,159,030 11	54,911,519 77	7
Erie and Genesee Valley.....	120,000 00			120,000 00	7
Flushing, North Shore and Central.....	3,153,182 86	1,341,773 61	4,494,956 47	4,495,956 57	7

TABLE A — (Continued).

NAME OF ROAD.	(5)	(6)	(7)	(8)	(9)	(10)
	Funded debt as by last report.	Total amount now of funded debt.	Floating debt as by last report.	Total amount now of floating debt.	Total amount now of funded and floating debt.	Average rate per annum of interest on funded debt.
Fonda, Johnstown and Gloversville.....	\$300,000 00	\$300,000 00	\$46,328 89	\$34,816 77	\$334,816 77	7 per cent.
Geneva, Hornellsville and Pine Creek.....	600,000 00	600,000 00	81,087 14	40,000 00	40,000 00	7
Geneva, Ithaca and Sayre.....	.....	.....	.....	192,248 86	792,248 86	.....
Geneva and Lyons.....	.....	.....	.....	307,225 61	307,225 61	.....
Glenale and East River.....	.....	.....	.....	158,050 88	158,050 88	.....
Glen's Falls.....	10,000 00	10,000 00	29,230 71	.....	10,000 00	7
Gloversville and Northville.....	200,000 00	200,000 00	36,297 00	36,125 57	232,155 57	7
Goshen and Deckertown.....	246,500 00	246,500 00	.....	.....	246,500 00	7
Greene.....	900,000 00	900,000 00	.....	.....	900,085 50	7
Greenwich and Johnsonville.....	185,500 00	185,550 00	85 50	48,388 34	233,938 34	7
Harlem Extension.....	e 4,000,000 00	e 4,000,000 00	479,483 21	479,483 21	e 4,479,483 21	6 1/2
Harlem River and Port Chester.....	2,000,000 00	2,000,000 00	127,804 34	127,804 34	2,127,804 34	7
Hudson Suspension Bridge and New England.....	.....	.....	.....	.....	617,090 00	7
Ithaca, Auburn and Western.....	569,590 00	517,090 00	.....	7,000 00	524,090 00	7
Kings County Central.....	25,000 00	75,000 00	3,700 00	.....	72,300 00	7
Lake Champlain and Moriah.....	104,000 00	75,000 00	214 58	.....	75,000 00	7
Lake Shore and Michigan Southern.....	35,000,000 00	35,750,000 00	.....	.....	35,750,000 00	7
Long Island.....	1,831,750 00	1,831,750 00	962,367 31	1,157,960 70	8,039,810 70	7
Metropolitan Elevated.....	7,500,000 00	7,500,000 00	.....	.....	7,500,000 00	6 8-10
Middle Central.....	.....	.....	.....	15 00	15 00	.....
Middleburgh and Schoharie.....	18,000 00	18,000 00	200 00	.....	18,200 00	7
Middletown and Crawford.....	82,000 00	80,300 00	.....	.....	80,300 00	7
Middletown, Unionville and Water Gap.....	400,000 00	400,000 00	.....	.....	400,000 00	7
Montgomery and E. E.....	170,500 00	170,500 00	.....	.....	170,500 00	7
Saratoga and New City.....	.....	.....	.....	.....	.....	.....
Newburgh, Dutchess and Connecticut.....	1,161,000 00	1,164,500 00	53,497 74	53,497 74	1,218,000 00	7
Newburgh and New York.....	d 250,000 00	d 250,000 00	159,988 03	191,958 42	2,357,458 42	7
New Jersey and New York.....	1,034,500 00	1,031,500 00	.....	.....	d 230,000 00	7
Newtown and Flushing.....	c 150,000 00	c 150,000 00	416,813 71	416,813 71	1,451,313 71	7
New York Bay Bridge and Jamaica.....	182,200 00	200,000 00	83,063 74	.....	200,000 00	7
New York and Brooklyn and Sea Shore.....	15,000 00	18,500 00	.....	.....	42,100 00	7
New York and Canada.....	4,000,000 00	4,000,000 00	263,594 93	263,594 93	4,263,594 93	6 gold.
New York Central and Hudson River.....	39,801,233 38	39,801,233 33	534,212 22	632,060 56	40,433,293 89	6 1/2
New York City and Northern.....	1,740,000 00	1,821,000 00	70,000 00	.....	4,800,000 00	7
New York Elevated.....	10,617,322 00	10,617,322 00	.....	700,000 00	11,317,322 00	7

TABLE A — (Continued).

NAME OF ROAD.	(5)	(6)	(7)	(8)	(9)	(10)
	Funded debt as by last report.	Total amount now of funded debt.	Floating debt as by last report.	Total amount now of floating debt.	Total amount now of funded and floating debt.	Average rate per annum of interest on funded debt.
Walkill Valley	\$200,000 00	\$322,000 00	\$45,258 81	\$90,024 18	\$622,024 18	7 per cent.
Warwick Valley	00,000 00	60,000 00	.....	.....	60,000 00	
Waverly and State Line .....	.....	.....	54,398 05	54,398 05	54,398 05	
West Shore Hudson River .....	.....	.....	.....	.....	.....
Total	\$329,679,228 06	\$338,034,527 14	\$30,041,900 40	\$22,401,437 64	\$390,436,964 78	7

a From report of 1874. c From report of 1872. g From report of Buffalo, Bradford
 b From report of 1873. f See report. and Pittsburgh for 1868.

TABLE B.
COST OF ROAD AND EQUIPMENT.

NAME OF ROAD.	Gravitation and masonry.		Bridges.		Superstructure, including iron.	
	(11) 1877.	(12) 1878.	(13) 1877.	(14) 1878.	(15) 1877.	(16) 1878.
Adirondack	d \$1,603,629 22	d \$1,603,629 22	d \$100,751 50	d \$100,751 50	d \$600,231 58	d \$600,231 58
Albany and Susquehanna (lessor).....	1,940,826 46	1,919,826 46	238,919 13	238,919 13	1,470,832 44	1,470,832 44
Albany and Susquehanna (lessee).....	824,319 68	824,319 68	14,302 02	14,302 02	1,488,106 77	1,488,106 77
Albany and Vermont.....	6,600,000 00	6,600,000 00				
Albany and Great Western.....	71,357,623 70	71,357,623 70				
Atlantic and Great Western (receiver).....	9,312 50	13,539 11	27,083 45	30,069 72	80,643 88	97,113 67
Avon, Genesee and Mount Morris.....	6,945,000 00	6,945,000 00				
Bath and Hannibal.....	27,014 79	27,114 79	11,801 78	11,804 78	46,354 25	46,450 95
Black River and Morrisdown.....	261,039 48	261,183 08	13,680 80	13,680 80	304,467 57	304,467 57
Black River and St. Lawrence.....	87,542 84	87,542 84				
Boston and Albany.....	6,833,343 95	6,833,343 95	1,182,731 13	1,182,731 13	5,796,283 04	5,796,283 04
Boston, Hoosac Tunnel and Western.....		149,104 57		156,688 42		137,339 35
Brooklyn, Bath and Coney Island.....	87,616 54	88,834 85				
Brooklyn, Flatbush and Coney Island.....		283,872 19		28,274 91		138,747 95
Brooklyn and Rockaway Beach.....	68,716 24	68,716 24				
Buffalo City.....		5,000 00				50,000 00
Buffalo Creek.....	14,109 53	15,073 67	10,455 52	10,455 52	148,386 58	150,225 23
Buffalo Erie Basin.....	10,003 19	10,003 19	3,500 00	3,500 00		
Buffalo, New York and Erie.....	3,820,000 00	3,820,000 00				
Buffalo, New York and Philadelphia.....	1,937,908 39	1,938,749 91	288,751 14	285,276 33	1,773,736 57	1,820,639 31
Buffalo and Northwestern.....	9,707,516 73		9,894,707 83		9,106,478 66	23,897 45
Carthage, Watertown and Sackett's Harbor.....	662,660 06	662,660 06				
Cayuga Southern.....	662,000 00	662,000 00				
Chenega and Susquehanna.....	169,074 49	169,074 49	28,063 39	28,063 39	288,477 04	288,477 04
Cheneyville, Canastota and De Ruyter.....	350,100 00	350,100 00	2,400 00	2,400 00	125,000 00	125,000 00
Chemung.....	6,800,000 00	6,800,000 00				
Cherry Valley.....	6,600,000 00	6,600,000 00				
Clayton and Theresa.....	75,019 45	79,019 45	\$31 36	\$31 36	148,412 09	148,412 09
Clove Branch.....	3,104,300 00	3,104,300 00				
Crotonstown and Susquehanna Valley.....	233,610 12	233,610 12	16,751 45	16,751 45	142,906 91	142,906 91
Corning, Cortland and Antwerp.....	31,900,000 00	31,900,000 00				
Delhi and Middleburgh.....	13,150 00	118,150 00	7,315 67	7,315 67		
Delaware and Hudson Canal Co., L. & S. Railroad.....	473,272 21	473,272 21	50,349 05	50,349 05	386,084 45	386,084 45
Elmira, Allegany Valley and Pittsburgh.....	64,804,235 67	64,811,322 99				
Elmira, Jefferson and Canandagua.....	6,500,000 00	6,500,000 00				
Elmira and State Line.....	68,100 97	68,100 97	11,078 93	11,078 93	86,138 31	86,138 31

TABLE B—(Continued).

NAME OF ROAD.	Graduation and masonry.		Bridges.		Superstructure, including iron.	
	(11) 1877.	(12) 1878.	(13) 1877.	(14) 1878.	(15) 1877.	(16) 1878.
Elmira and Williamsport.....	\$2,298,000 00	\$2,298,000 00		\$358,771 75	\$7,801,873 71	\$8,001,808 83
Erie International.....	3,719,875 30	3,712,861 75				
Erie and Genesee Valley.....		6,282,516 55				
Fishing, North Shore and Central.....	3,801,813 47	3,801,813 47				
Fonda, Johnson and Gloversville.....	189,643 15	199,643 15		11,067 74	112,885 51	112,885 51
Garnerville.....	19,283 30	19,283 30		5,322 10	9,587 38	9,587 38
Geneva, Hornellsville and Pine Creek.....	247,978 68	247,978 68				
Geneva, Ithaca and Sayre.....	1,321,545 84	1,330,914 24				
Geneva and Lyons.....		68,285 46		3,367 54		189,495 40
Glendale and East River.....		17,052 73				39,496 38
Glens Falls.....	6,345 57					
Gloversville and Northville.....	6,250,000 00	6,250,000 00				
Goshen and Deekertown.....	57,945 19	57,945 19		2,932 43	199,923 76	184,853 26
Greene.....	115,340 00	115,340 00		4,150 00	117,079 63	117,079 63
Greenwich and Johnsonville.....	107,928 43	107,928 43		45,236 49	161,115 08	161,115 08
Hamlen Extension.....	100,609 09	100,609 09		28,264 79	132,885 74	132,885 74
Hamlen Extension (lessee).....		712,600 00				
Hartem River and Fort Chester.....	646,188 38	646,188 38				
Ithaca, Auburn and Western.....	61,480,090 00			296,157 91	422,440 96	422,440 96
Jersey City and Albany.....	314,423 94					
Junction.....	41,922 04			10,967 63	372,822 72	
Lake Champlain and Moriah.....	116,653 61	116,653 61		1,380 00	91,642 86	91,642 86
Lake Shore and Michigan Southern.....	65,593,778 78	65,593,778 78		23,068 86	78,935 69	78,935 69
Lockport and Buffalo.....	13,547 81	13,547 81		10,259 31	13,617 30	13,617 30
Long Island.....	4,886,698 38	4,841,862 59				
Marine.....		6,383 16				5,494 33
Metropolitan Elevated.....		68,156,000 00				
Middleburgh and Schoharie.....	97,000 00	97,000 00				
Middletown and Crawford.....	51,328 96					
Middletown, Unionville and Water Gap.....	113,221 96	113,221 96		1,030 15	108,025 93	108,025 93
Montgomery and Erie.....	101,636 67	113,221 96		12,180 80	164,546 96	164,546 96
Nanuet and New City.....	22,233 09	101,636 67		3,058 84	120,140 51	120,140 51
Newburgh, Dutchess and Connecticut.....	6174,330 73	22,233 09			50,251 39	50,251 39
Newburgh and New York.....	7500,000 00	62,253,984 27				
New Jersey and New York.....	921,721 88	7700,000 00				
New York and Flushing.....	4,709 90	921,720 65		61,989 10	1,206,722 14	1,206,722 14
New York and Albany.....	86,425 59	4,709 90				
New York, Bay Ridge and Jamaica.....		97,301 35			70,743 08	81,472 05

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New York and Canada	4,925,907 13	4,005,019 44	2,085,204 04
New York Central and Hudson River	19,501,100 00	9,008,036 21	30,210,426 65
New York Central Niagara River	8,400 00		13,800 00
New York City and Northern	26,371,155 11		
New York Elevated	2,473,000 17		
New York and Harlem	20,371,155 11		
New York and Northern	c 344,537 17		
New York and Ontario and Northern			
New York, Lake Erie and Western	113,073 90		
New York and Mahopac	13,333 70		
New York and Manhattan Beach	13,578,547 38		
New York and New Haven and Hartford	12,632,998 80		
New York and Oswego Midland	k 350,000 00		
New York and Rockaway			
New York and Sea Beach			
New York and Westchester and Boston			
New York, West Shore and Chicago			
Niagara Bridge and Canandaigua			
Northern of New Jersey			
Norfolk and Northern			
Ogdensburg and Lake Champlain			
Ogdensburg and Morrisdown			
Olean, Bradford and Warren			
Ontario Southern			
Oswego and Rome			
Port Jervis and Monticello			
Poughkeepsie, Hartford and Boston			
Rensselaer and Saratoga (lessor)			
Rensselaer and Saratoga (lessee)			
Illinacbeek and Connecticut			
Rochester and Genesee Valley			
Rochester, Nunda and Pittsburgh			
Rochester and State Line			
Rome and Clinton			
Rome, Watertown and Ogdensburg			
Rye Lake			
Schenectady and Schenectady			
Schenectady and Duaneburgh			
Schoharie Valley			
Silver Lake			
Skaneateles			
Smithtown and Port Jefferson			
Southern Central			
Southern Hempstead Branch			
Southern of Long Island			
Southern of Long Island			
Spuyten Duyvil and Port Morris			
Sterling Mountain			
Sterling Mountain			
Suspension Bridge and Erie Junction (lessor)			
Suspension Bridge and Erie Junction (lessee)			

TABLE B—(Continued).

NAME OF ROAD.	Graduation and masonry.		Bridges.		Superstructure, including iron.	
	(11) 1877.	(12) 1878.	(13) 1877.	(14) 1878.	(15) 1877.	(16) 1878.
Elmira and Williamsport.....	\$2,398,000 00	\$2,298,000 00	^a \$858,771 75	^a \$858,771 75	^a \$7,861,873 71	^a \$8,661,808 82
Erie International.....	3,716,875 30	3,712,991 75				
Erie and Genesee Valley.....	6191,302 00	6,382,516 55				
Fishing, North Shore and Central.....	3,851,813 47	3,851,362 00				
Fond du Lac and Gloversville.....	199,613 15	199,613 15	^a 11,067 74	^a 11,067 74	^a 112,885 51	^a 112,885 51
Garnerville.....	19,283 80	19,283 80	6,322 10	6,322 10	9,087 38	9,587 38
Geneva, Hornellsville and Pine Creek.....	247,976 08	247,976 08				
Geneva, Ithaca and Sayre.....	1,331,545 84	1,330,914 24	^a	^a	^a	^a
Geneva and Lyons.....	8,345 57	68,283 46		3,367 84		169,495 40
Glenale and East River.....	17,022 73	17,022 73				39,496 38
Glen Falls.....	6,250,000 00	6,250,000 00				
Gloversville and Northville.....	57,948 19	57,948 19	2,992 43	2,992 43	196,923 76	196,923 76
Goshen and Deckertown.....	115,340 00	115,340 00	4,150 00	4,150 00	117,079 63	117,079 63
Greene.....	107,928 43	107,928 43	43,296 49	43,296 49	161,115 08	161,115 08
Greenwich and Johnsonville.....	166,669 69	166,669 69	28,264 79	28,264 79	132,985 74	132,985 74
Harlem Extension.....	A8,000,000 00	A8,000,000 00				
Harlem Extension (leasee).....	f 12,640 00	f 12,640 00				
Harlem River and Fort Chester.....	616,188 38	616,188 38	256,157 91	256,157 91	422,440 96	422,440 96
Ithaca, Auburn and Western.....	b 1,480,690 00	b 1,487,050 00				
Jersey City and Albany.....	311,423 94	6,699,409 00				
Junction.....	41,922 04	41,922 04	10,967 63	10,967 63	272,822 72	272,822 72
Lake Champlain and Moriah.....	116,653 61	116,653 61	1,380 00	1,380 00	91,612 86	91,612 86
Lake Shore and Michigan Southern.....	65,495,775 78	65,495,775 78	25,068 86	25,068 86	78,935 69	78,935 69
Lockport and Buffalo.....	13,547 81	13,547 81	^a	^a	^a	^a
Long Island.....	4,826,628 88	4,811,892 59	16,136 94	16,256 31	13,617 30	13,617 30
Marioh.....		6,393 16	^a	^a	^a	^a
Metropolitan Elevated.....		6,393 16				5,494 33
Metropolitan and Schoharie.....	92,000 00	b 8,135,000 00				
Midburgh and Crawford.....	54,328 96	92,000 00				
Midburgh, Unionville and Water Gap.....	113,221 96	113,221 96	1,030 15	1,030 15	108,025 32	108,025 32
Montgomery and Erie.....	101,555 67	113,221 96	12,180 30	12,180 30	161,546 96	161,546 96
Monument and New City.....	22,353 69	101,555 67	3,058 84	3,058 84	120,140 51	120,140 51
Newburgh, Dutchess and Connecticut.....	b 174,350 73	22,353 69			50,251 39	50,251 39
Newburgh and New York.....	2,750,000 00	b 2,253,984 27				
New Jersey and New York.....	921,724 88	7,750,000 00	81,989 10	81,989 10	1,206,722 14	1,206,722 14
Newtown and Flushing.....	k 160,000 00	k 921,730 65				
New York and Albany.....	4,769 80	k 160,000 00				
New York, Bay Ridge and Jamaica.....	85,425 59	4,769 80			70,743 09	81,473 05

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New York and Canada.....	4,935,967 12	4,935,970 63	405,013 44	3,085,208 04
New York Central and Hudson River.....	10,001,160 63	10,001,163 60	3,026,040 21	30,216,165 65
New York Central Niagara River.....	8,430 00	8,430 00	.....	13,826 55
New York City and Northern.....	.....	.....	.....	.....
New York Elevated.....	2,673,000 17	2,673,003 11	.....	.....
New York and Harlem.....	20,371,155 11	20,482,563 11	.....	.....
New York, Hempstead and Northern.....	.....	4,419 37	.....	.....
New York, Lake Erie and Western.....	.....	113,075 30	.....	.....
New York and Manhattan Beach.....	13,333 70	15,342 26	.....	.....
New York and Montauk.....	13,578,547 38	13,578,547 38	.....	.....
New York and New Haven and Hartford.....	12,634,068 80	12,634,068 80	14,755 40	.....
New York and Oswego Midland.....	.....	.....	.....	.....
New York and Rockaway.....	.....	4,350,000 00	.....	.....
New York and Sea Beach.....	.....	9,079 02	.....	.....
New York, Westchester and Boston.....	54,583 35	54,583 35	.....	.....
New York, West Shore and Chicago.....	173,478 51	173,478 51	.....	.....
Niagara Bridge and Canandaigua.....	.....	.....	.....	.....
Niagara, Bridge and Canandaigua.....	.....	.....	.....	.....
Northern of New Jersey.....	6,927,431 82	6,927,431 82	.....	.....
N York and Northern.....	77,513 04	77,513 04	.....	.....
Ogdensburg and Lake Champlain.....	1,802,822 87	1,802,822 87	.....	.....
Ogdensburg and Morrisstown.....	.....	.....	.....	.....
Olean, Bradford and Warren.....	.....	.....	.....	.....
Ontario Southern.....	549,315 35	549,315 35	.....	.....
Oswego and Rome.....	213,878 08	213,878 08	.....	.....
Oswego and Syracuse.....	316,849 37	316,849 37	.....	.....
Port Jervis and Monticello.....	708,701 85	708,701 85	.....	.....
Poughkeepsie, Hartford and Boston.....	600,605 07	600,605 07	.....	.....
Rensselaer and Saratoga (lessor).....	2,321,495 36	2,321,495 36	.....	.....
Rensselaer and Saratoga (lessee).....	125,258 09	127,621 23	.....	.....
Rhinebeck and Connecticut.....	431,714 89	431,714 89	.....	.....
Rhinebeck and Genesee Valley.....	187,487 34	187,487 34	.....	.....
Rochester, Nunda and Pittsburgh.....	.....	.....	.....	.....
Rochester and State Line.....	706,008 17	772,382 90	.....	.....
Rome and Clinton.....	286,800 00	286,800 00	.....	.....
Rome, Watertown and Ogdensburg.....	1,834,624 34	1,834,624 34	.....	.....
Rye Lake.....	3,053 19	3,053 19	.....	.....
Saratoga and Schenectady.....	6,480,684 15	6,480,684 15	.....	.....
Schenectady and Duaneburgh.....	6,450,000 00	6,450,000 00	.....	.....
Schoharie Valley.....	26,006 26	26,006 26	.....	.....
Silver Lake.....	33,285 27	33,285 27	.....	.....
Skaneateles.....	19,750 10	19,750 10	.....	.....
Smithtown and Port Jefferson.....	154,417 00	154,417 00	.....	.....
Southern Central.....	1,072,728 34	1,076,357 39	.....	.....
Southern Hempstead Branch.....	2,210,500 00	2,219,500 00	.....	.....
Southern of Long Island.....	2,494,286 71	2,495,083 71	.....	.....
Southfield Branch.....	16,240 45	16,240 45	.....	.....
Spuyten Duyvil and Port Morris.....	433,461 31	433,461 31	.....	.....
Staten Island.....	6,480,000 00	6,480,000 00	.....	.....
Sterling Mountain.....	282,933 00	282,933 00	.....	.....
Suspension Bridge and Erie Junction (lessor).....	.....	.....	.....	.....
Suspension Bridge and Erie Junction (lessee).....	.....	.....	.....	.....

TABLE B—(Continued).

NAME OF ROAD.	Graduation and masonry.		Bridges.		Superstructure, including iron.	
	(11) 1877.	(12) 1878.	(13) 1877.	(14) 1878.	(15) 1877.	(16) 1878.
Syracuse, Binghamton and New York	\$354,280 81	\$354,290 81	\$32,587 77	\$32,587 77	108,414 60	108,414 60
Syracuse, Chenango and New York	788 14	3,738 18	63 50	.....	.....	.....
Syracuse, Geneva and Corning	337,016 81	708,508 28	301,958 85	393,693 84	439,058 34	968,073 59
Syracuse Junction	319,175 53	319,175 53	44,157 54	44,157 54	257,401 50	257,401 50
Syracuse, Phoenix and Oswego	42,175 05	42,175 05	10,052 09	10,052 09	1,600 00	1,600 00
Troy and Binghamton	120,057 43	129,057 43	27,220 14	27,220 14	35,196 34	35,196 34
Troy and Boston	984,696 57	985,647 54	48,025 90	52,211 90	383,206 60	386,040 82
Troy and Greenbush	864,221 37	89,221 37	55,836 09	55,836 09	^a	^a
Troy Union	157,001 25	157,001 25	6,089 92	6,089 92	70,436 10	70,436 10
Utica and Delaware	18,573 37	27,079 37	15,928 10	15,928 10	13,094 65	15,969 07
Union	\$50,000 00	\$50,000 00	.....	.....	.....	.....
Utica and Black River	939,725 18	956,725 18	126,000 84	126,000 84	819,723 36	819,723 36
Utica, Chenango and Cortland	167,481 97	167,481 97	11,769 04	11,769 04	5,701 64	5,701 64
Utica, Chenango and Susquehanna Valley	1,054,524 57	1,054,524 57	166,573 76	166,573 76	1,440,628 97	1,440,628 97
Utica, Clinton and Binghamton	947,607 99	947,607 99	^a	^a	^a	^a
Utica, Ithaca and Elmira	1,157,477 96	1,157,477 96	398,741 12	398,741 12	772,457 61	772,457 61
Valley	461,851 18	461,851 18	68,254 23	68,254 23	180,310 98	180,310 98
Walkill Valley .....	.....	33,057 32	2,353 64	10,131 85	88,730 10	74,831 15
Warwick Valley	80,592 92	89,692 92	8,580 00	8,580 00	66,677 08	66,677 08
Waverly and State Line	\$64,398 05	\$64,398 05	.....	.....	.....	.....
West Shore and Hudson River	\$61,073 09	\$61,073 09	.....	.....	.....	.....
West Troy and Green Island	47,168 38	47,168 38	32,065 00	32,065 00	17,863 57	17,863 57
Total	\$297,446,065 63	\$316,671,126 00	\$80,404,120 69	\$80,483,402 28	\$77,792,813 35	\$78,977,144 18

^a In preceding.^b From report of 1872.^c Amount expended by lessee.^d From report of Buffalo and Jamestown.^e Represents capital stock and funded debt, 1872.^f Represents capital stock and funded debt.^g Total cost of road representing capital stock.^h Total cost of road from report of 1872.ⁱ Total cost of road from report of 1884, representing capital stock and funded debt.

TABLE B—(Continued).

NAME OF ROAD.	Passenger and freight stations, buildings and fixtures.		Engine and car-houses, machine shops, machinery and fixtures.		Land, land damages, and fences.	
	(17) 1877.	(18) 1878.	(19) 1877.	(20) 1878.	(21) 1877.	(22) 1878.
Goshen and Deerpark.....	\$7,887 50	\$7,887 50	\$1,000 00	\$1,000 00	\$27,610 00	\$27,610 00
Greene.....	1,638 54	1,638 54	6,038 38	6,038 38	78,479 46	78,479 46
Greenwich and Johnsonville.....	7,207 02	7,207 02	3,314 13	3,314 13	33,689 75	33,689 75
Hartford and Port Chester.....	51,514 86	51,514 86	25,958 68	25,958 68	584,662 92	584,662 92
Jersey City and Albany.....	27,843 96	27,843 96	7,785 88	7,785 88	26,611 07	26,611 07
Lake Champlain and Morris.....	7,693 66	7,693 66	44,828 43	47,082 43	79,695 10	79,695 10
Lackawanna and Buffalo.....	a	a	103,068 50	103,426 10	30,632 23	31,122 11
Long Island.....	2,100 00	2,100 00	900 00	900 00	66,946 70	68,211 45
Middleburgh and Schoharie.....	6,338 85	6,338 85	3,458 56	3,458 56	18,727 16	18,727 16
Middletown and Crawford.....	16,357 88	16,357 88	660 84	660 84	35,942 89	35,942 89
Middletown, Unionville and Water Gap.....	7,157 00	7,157 00	4,350 00	4,350 00	1,362 00	1,362 00
Midway, Amersfort and Coney Island.....	49,536 35	49,536 35	3,277 37	3,277 37	39,210 77	39,210 77
Montgomery and Erie.....	10,433 03	10,433 03	4,469 74	4,469 74	2,921 89	2,921 89
New Jersey and New York.....	67,936 00	67,936 00	33,014 71	33,014 71	80,943 84	80,943 84
New York and Albany.....	11,926,328 49	12,196,700 89	a	a	16,664 84	16,664 84
New York and Canada.....	a	a	4,469 74	4,469 74	103,751 63	103,751 63
New York Central and Hudson River.....	11,926,328 49	12,196,700 89	33,014 71	33,014 71	431,791 22	446,961 85
New York Central Niagara River.....	a	a	a	a	11,998,689 31	12,468,817 81
New York and Harlem.....	13,313 97	13,313 97	a	a	6,639 60	6,639 60
New York, Ironsides and Northern.....	8,339 51	8,339 51	381 68	381 68	a	a
New York, Lake Erie and Western.....	151,585 35	151,585 35	378 15	378 15	49,330 76	49,330 76
New York and Mahopac.....	498,654 90	498,654 90	a	a	157 50	157 50
New York and Manhattan Beach.....	a	a	a	a	49,320 43	49,320 43
New York, New Haven and Hartford.....	a	a	383,684 54	383,684 54	465,925 30	478,301 47
New York and Oswego Midland.....	a	a	a	a	a	a
New York and Sea Beach.....	a	a	a	a	1,681,651 94	1,682,824 01
New York, Westchester and Boston.....	a	a	a	a	21,520 35	21,520 35
New York, West Shore and Chicago.....	a	a	a	a	168,161 44	168,161 44
Nyack and Northern.....	15,231 45	15,231 45	117,333 09	117,333 09	613,723 00	613,723 00
Ogdensburg and Lake Champlain.....	426,292 96	426,292 96	113,969 09	113,969 09	41,208 84	41,208 84
Ogdensburg and Morrisstown.....	a	a	6,810 04	6,810 04	130,320 72	130,320 72
Olean, Bradford and Warren.....	a	a	1,500 00	1,500 00	141,353 72	141,353 72
Ontario Southern.....	45,204 01	45,204 01	11,600 92	12,042 55	14,763 36	14,763 36
					111,477 77	112,343 71

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Oswego and Romp.....	220,400 03	390,016 93	10,041 69	10,311 62	133,405 34	133,565 84
Quebec and Montreal.....	120,109 42	139,052 12	50,000 87	50,000 87	223,343 33	223,513 02
Quebec and Montreal and Boston.....	33,727 21	1,101 43	1,331 40	4,650 40	143,355 31	143,355 31
Long Keppels, Hantsburg (theater).....	201,004 15	335,757 91	1,331 40	11,043 38	240,055 11	240,055 11
Rensselaer and Saratoga (theater).....	100,014 37	201,004 15	200,104 03	200,104 03	200,104 03	200,104 03
Rensselaer and Connecticut.....	6,084 93	101,318 02	200,117 16	200,117 16	200,117 16	200,117 16
Rensselaer and Genesee Valley.....	9,305 82	7,355 73	5,000 71	5,000 71	100,600 72	100,600 72
Rensselaer and State Line.....	3,300 00	19,047 86	20,435 41	20,435 41	137,624 31	137,624 31
Rensselaer and State Line.....	3,300 00	6,300 00	1,000 00	1,000 00	100,000 00	100,000 00
Rome and Watertown and Ogdensburg.....	147,337 24	147,337 21	113,891 57	113,891 57	245,351 45	245,351 45
Rye Lake.....	4,020 50	4,020 50	1,000 00	1,000 00	11,623 09	11,623 09
Schenectady Valley.....	1,091 80	1,091 80	1,033 68	1,033 68	8,457 66	8,457 66
Schenectady Valley.....	3,193 50	3,193 50	3,193 74	3,193 74	8,116 61	8,116 61
Skaneateles.....	11,714 03	11,714 03	84,000 00	84,000 00	28,569 06	28,569 06
Southern Central.....	46,173 63	46,173 63	474,306 32	474,306 32	490,233 85	490,233 85
Southern of Long Island.....	a	a	.....	.....	0	0
Southfield Branch.....	8,450 20	8,450 20	.....	.....	1,146 10	1,146 10
Spartan Day II and Port Morris.....	10,201 25	10,201 25	.....	.....	228,369 76	228,369 76
Syracuse, Binghamton and New York.....	34,611 69	34,611 69	122,600 24	122,600 24	12,551 19	12,551 19
Syracuse, Chenango and New York.....	8,197 82	8,197 82	.....	.....	55,241 19	55,241 19
Syracuse, Geneva and Corning.....	6,476 30	6,476 30	.....	.....	8,045 18	8,045 18
Syracuse Junction.....	1,322 00	1,322 00	.....	.....	170,371 27	170,371 27
Syracuse, Phoenix and Oswego.....	57,938 63	57,938 63	.....	.....	105,263 00	105,263 00
Troy and Keenington.....	16,338 43	16,338 43	.....	.....	29,400 00	29,400 00
Troy and Boston.....	141,009 96	141,009 96	.....	.....	36,571 70	36,571 70
Troy and Greenbush.....	1,672 43	2,307 10	.....	.....	297,126 23	297,126 23
Troy Union.....	64,295 66	64,295 66	.....	.....	65,286 37	65,286 37
Utica and Delaware.....	113,930 85	113,930 85	.....	.....	306,557 62	306,557 62
Utica and Black River.....	16,001 62	16,001 62	.....	.....	19,500 88	19,500 88
Utica, Chenango and Cortland.....	5,632 85	5,632 85	.....	.....	138,294 16	138,294 16
Utica, Chenango and Susquehanna Valley.....	8,070 77	8,070 77	.....	.....	261,051 47	261,051 47
Utica, Clinton and Binghamton.....	.....	.....	.....	.....	33,365 96	33,365 96
Utica, Ithaca and Elmira.....	.....	.....	.....	.....	638,752 66	638,752 66
Valley.....	.....	.....	.....	.....	208,246 91	208,246 91
Warwick Valley.....	.....	.....	.....	.....	239,114 76	239,114 76
West Shore Hudson River.....	.....	.....	.....	.....	92,127 09	92,127 09
West Troy and Green Island.....	.....	.....	.....	.....	28,805 90	28,805 90
Total.....	\$21,318,244 54	\$22,087,245 90	\$5,926,824 53	\$5,971,634 28	\$31,830,741 31	\$33,051,290 38

From report of 1873.

From report of 1874.
From report of Buffalo and Jamestown.In preceding.
Included in items 11 and 12.

TABLE B—(Continued).

NAME OF ROAD.	Locomotives and fixtures, and snow plows.		Passenger and baggage cars.		Freight and other cars.	
	(23) 1877.	(24) 1878.	(25) 1877.	(26) 1878.	(27) 1877.	(28) 1878.
Adirondack.....	d 845,933 03	d 845,933 03	d 817,561 00	d 817,561 00	d 845,775 00	d 845,775 00
Albany and Susquehanna, Jesser.....	338,653 08	338,653 08	155,853 12	155,853 12	338,653 07	338,653 07
Albany and Susquehanna, Jesser.....	333,024 76	333,024 76	52,911 68	54,009 65	785,332 06	785,332 06
Atlantic and Great Western.....	9,942,072 21	9,935,118 97	a	a	a	a
Atlantic and Great Western, New York.....	21,771 12	4,806 77	4,806 77	4,806 77	17,765 56	17,765 56
Black and Diamond.....	11,612 75	11,612 75	5,577 27	5,577 27	3,111 98	3,111 98
Black River and St. Lawrence.....	10,134 43	10,134 43	a	a	7,038 07	7,038 07
Boston and Albany.....	1,215,000 00	1,215,000 00	488,000 00	488,000 00	1,442,400 00	1,442,400 00
Boston and Albany.....	100,250 75	104,079 39	a	a	a	a
Boston, Bath and Cape Cod.....	13,318 06	35,258 09	a	62,882 35	a	4,413 28
Boston and New York.....	19,100 00	19,100 00	a	a	a	a
Buffalo Creek.....	206,206 00	19,100 00	a	a	a	a
Buffalo, New York and Philadelphia.....	9,202,072 19	38,500 55	98,183 30	93,575 01	645,212 35	651,315 65
Buffalo and Southwestern.....	40,103 80	30,205 00	20,288 80	a	9,69,115 06	608 01
Carthage, Westtown and Sackett's Harbor.....	41,370 00	10,103 80	10,170 02	10,170 02	5,532 07	5,532 07
Cayuga and Susquehanna.....	13,000 00	13,000 00	10,100 88	10,100 88	27,774 21	27,774 21
Cazenovia, Cazenovia and De Ruyter.....	24,212 02	13,000 00	8,000 00	8,000 00	5,000 00	5,000 00
Cooperstown and Susquehanna Valley.....	12,000 00	24,212 02	10,540 71	10,540 71	10,136 21	10,136 21
Delaware and Hudson Canal Co., and L. and N. Railroad.....	352,000 00	352,000 00	8,000 00	8,000 00	1,875 00	1,875 00
Elmira and Williamsport.....	4,187,717 80	4,191,919 20	1,254,000 50	1,256,701 23	7,628,203 71	7,640,178 23
Elmira and Williamsport.....	49,200 48	49,200 48	18,000 19	18,000 19	a	a
Fond du Lac and Central.....	82,882 82	82,882 82	67,500 00	67,500 00	9,156 00	9,156 00
Geneva, Elmira and Sagoy.....	25,200 00	25,200 00	8,000 00	8,000 00	a	a
Geneva.....	25,200 00	25,200 00	8,000 00	8,000 00	700 00	700 00
Greenwich and Johnsonville.....	70,550 50	70,550 50	a	a	16,677 72	16,677 72
Lake George and Montpelier.....	11,978,700 00	11,978,700 00	1,510 31	1,510 31	a	a
Lake George and Montpelier.....	108,011 15	108,011 15	a	a	a	a
Long Island.....	3,02,118 88	1,002 25	a	a	a	a
Long Island.....	3,02,118 88	1,002 25	a	a	a	a
Manhasset and Southold.....	97,411 91	97,411 91	a	a	a	a
New Jersey and New York.....	3,887,000 00	3,887,000 00	1,741,113 52	1,741,113 52	10,115,001 35	10,115,001 35
New York Central and Hudson River.....	10,115,001 35	10,115,001 35	1,028,332 79	1,028,332 79	10,115,001 35	10,115,001 35
New York Erie.....	20,700 00	20,700 00	a	a	a	a
New York and Harlem.....	363,700 00	363,700 00	1,076,722 00	1,076,722 00	1,076,722 00	1,076,722 00
New York, Harbortown and Northern.....	13,121 01	13,121 01	4,521 00	4,521 00	4,086 13	4,086 13
New York and Manhattan.....	38,357 31	38,357 31	25,569 61	25,569 61	8,325 29	8,325 29
New York and Manhattan.....	2,114,301 42	2,114,301 42	a	a	a	a

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Crested, Cowanesque and Arden.....	14,575 00	14,575 00	3,500 00	1,000,000 00	1,000,000 00
Draft and Middlebrook.....	19,273 88	19,273 88	.....	1,100,000 00	1,100,000 00
Duane and Hudson Valley and Pittsburg.....	.....	.....	2,500 00	1,174,000 00	1,174,000 00
Dunkirk, Allegan and Canandigua.....	6,860 57	6,860 57	.....	4,000,000 00	4,000,000 00
Elmira, Johnson and Elmira.....	90,504 16	90,504 16	.....	100,100 00	100,100 00
Elmira and Williamsport.....	.....	.....	87,207,414 40	2,020,000 00	2,020,000 00
Elrie.....	673 50	673 50	.....	117,145,120 04	117,145,120 04
Elrie International.....	.....	.....	.....	191,302 00	191,302 00
Elrie and Genesee Valley.....	.....	.....	.....	191,302 00	191,302 00
Elrie and Genesee Valley.....	.....	.....	.....	4,677,000 00	4,677,000 00
Fishkill and Newburgh.....	13,028 15	13,028 15	.....	532,510 32	532,510 32
Fishing, North Shore and Central.....	1,783 40	1,783 40	.....	37,900 98	37,900 98
Fonda, Johnstown and Gloversville.....	55,203 57	55,203 57	.....	340,630 87	340,630 87
Garnerville.....	.....	.....	.....	310,030 87	310,030 87
Geneva, Hornellsville and Pine Creek.....	.....	.....	.....	1,471,928 00	1,471,928 00
Geneva, Ithaca and Sayre.....	8,129 70	8,129 70	.....	3,225 01	3,225 01
Geneva and Lyons.....	7,040 40	7,040 40	.....	138,030 58	138,030 58
Glendale and East River.....	.....	.....	.....	250,000 00	250,000 00
Glen's Falls.....	5,412 57	5,412 57	.....	270,790 30	270,790 30
Gloversville and Northville.....	8,633 62	8,633 62	.....	291,700 75	291,700 75
Goshen and Deckertown.....	28,487 50	28,487 50	.....	400,065 50	400,065 50
Greene.....	8,473 90	8,473 90	.....	813,913 77	813,913 77
Greenwich and Johnsonville.....	.....	.....	.....	e 8,000,000 00	e 8,000,000 00
Harlem Extension.....	75,143 56	75,143 56	406,546 50	12,690 00	12,690 00
Harlem Extension, Ivesec.....	66,998 61	66,998 61	.....	2,621,643 21	2,621,643 21
Harlem River and Port Chester.....	5,648 72	5,648 72	.....	1,487,690 00	1,487,690 00
Ithaca, Auburn and Western.....	1,000 00	1,000 00	.....	629,400 00	629,400 00
Jersey City and Albany.....	4,443 02	4,443 02	.....	214,610 00	214,610 00
Junction.....	48 00	48 00	.....	452,256 57	452,256 57
Lake Champlain and Moriah.....	.....	.....	.....	79,814,455 83	79,814,455 83
Lake Shore and Michigan Southern.....	1,000 00	1,000 00	.....	1,000 00	1,000 00
Lawrenceville and Erie.....	4,219 62	4,219 62	.....	114,569 73	114,569 73
Lockport and Buffalo.....	.....	.....	.....	6,160,050 41	6,160,050 41
Long Island.....	.....	.....	.....	6,033,672 87	6,033,672 87
Marine.....	.....	.....	.....	1,000 00	1,000 00
Metropolitan Elevated.....	.....	.....	.....	8,155,000 00	8,155,000 00
Middleburgh and Schoharie.....	6,223 37	6,223 37	.....	106,000 00	106,000 00
Middletown and Crawford.....	7,565 61	7,565 61	.....	192,152 87	192,152 87
Middletown, Unionville and Water Gap.....	500 00	500 00	.....	350,476 47	350,476 47
Midwout, Amersfort and Coney Island.....	.....	.....	.....	1,862 00	1,862 00
Monroe and Greenwood Lake.....	12,198 04	12,198 04	.....	.....	.....
Montgomery and Erie.....	508 45	508 45	.....	288,530 83	288,530 83
Nanuet and New City.....	.....	.....	.....	76,331 88	76,331 88
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	174,330 73	174,330 73
Newburgh and New York.....	.....	.....	.....	750,000 00	750,000 00
New Jersey and New York.....	44,701 90	44,701 90	.....	2,588,404 10	2,588,404 10
Newtown and Flushing.....	25,239 43	25,239 43	.....	e 160,000 00	e 160,000 00
New York and Albany.....	10,157 07	10,157 07	.....	45,514 17	45,514 17
New York, Bay Ridge and Jamaica.....	309,927 01	309,927 01	.....	283,010 14	283,010 14
New York and Canada.....	2,090,473 37	2,090,473 37	.....	8,363,060 79	8,363,060 79
New York Central and Hudson River.....	.....	.....	.....	99,143,408 71	99,143,408 71

TABLE B—(Continued).

NAME OF ROAD.	Engineering and Agencies.		Miscellaneous.		Totals.	
	(29)	(30)	1877.	1878.	(31)	(31)
	1877.	1878.			1877.	1878.
New York Central Niagara River.....	\$223 45	\$223 45	.....	.....	\$28,100 00	\$28,100 00
New York City and Northern.....	.....	.....	.....	.....	1,875,500 00	1,875,500 00
New York Elevated.....	.....	.....	.....	.....	8,504,628 97	8,504,628 97
New York and Harlem.....	.....	.....	\$111,222 60	.....	21,922,845 97	21,922,845 97
New York, Housatonic and Western.....	\$137,622 77	\$137,622 77	.....	.....	\$681,811 94	\$681,811 94
New York, Lake Erie and Northern.....	.....	.....	.....	95 00	574,122 36	574,122 36
New York and Mahopac.....	.....	.....	.....	.....	265,449 21	265,449 21
New York and Manhattan Beach.....	10,556 39	10,556 39	.....	.....	990,689 71	990,689 71
New York and New Haven.....	7,573 23	8,994 81	.....	1,478 18	15,731,002 09	15,731,002 09
New York and Oswego Midland.....	561,290 06	561,290 06	70,373 76	70,373 76	26,333,704 18	26,333,704 18
New York Quick Transit.....	490 00	490 00	.....	.....	490 00	490 00
New York and Rockway.....	.....	.....	.....	.....	\$350,000 00	\$350,000 00
New York and Sea Beach.....	.....	8,711 76	.....	.....	160,137 00	160,137 00
New York, Westchester and Boston.....	67,819 61	67,819 61	.....	.....	290,064 40	290,064 40
New York, West Shore and Chicago.....	338,669 78	338,669 78	.....	.....	1,140,323 75	1,140,323 75
Niagara Bridge and Canandaigua.....	.....	.....	.....	.....	d 1,000,000 00	d 1,000,000 00
Northern of New Jersey.....	.....	.....	.....	.....	627,451 82	627,451 82
Norfolk and Northern.....	10,140 73	10,140 73	.....	.....	296,242 24	296,242 24
Norfolk and Northern.....	129,704 63	129,704 63	905,770 92	201,645 92	5,677,000 00	5,677,000 00
Ogdensburg and Lake Champlain.....	.....	.....	.....	.....	5,111,574 29	5,111,574 29
Ogdensburg and Morrisstown.....	.....	.....	.....	.....	141,466 54	141,466 54
Ogden, Broadway and Warren.....	.....	.....	.....	.....	1,820,409 62	1,820,409 62
Ontario Southern.....	16,893 40	16,893 40	1,658 88	.....	990,932 76	990,932 76
Oswego and Rome.....	27,263 76	27,263 76	.....	.....	1,766,537 08	1,766,537 08
Oswego and Syracuse.....	70,805 00	70,805 00	63,949 35	63,919 35	1,124,080 47	1,124,080 47
Port Jervis and Monticello.....	19,584 81	19,584 81	.....	.....	1,490,920 40	1,490,920 40
Port Jervis and Monticello.....	42,846 47	42,846 47	.....	.....	6,788,920 58	6,788,920 58
Poughkeepsie, Hartford and Boston.....	206,655 40	206,655 40	.....	.....	2,455,470 74	2,455,470 74
Poughkeepsie and Saratoga, Jesse.....	4,763 41	4,763 41	15,395 99	15,395 99	1,432,514 25	1,432,514 25
Poughkeepsie and Saratoga, Jesse.....	28,968 26	28,968 26	82,881 77	82,881 77	671,303 13	671,303 13
Poughkeepsie and Saratoga, Jesse.....	49,718 67	49,718 67	.....	.....	400,000 00	400,000 00
Rochester, Niagara and Pittsburgh.....	86,120 00	86,120 00	.....	.....	1,469,780 81	1,469,780 81
Rochester and State Line.....	.....	97,374 24	.....	.....	860,000 00	860,000 00
Rome and Clinton.....	89,351 14	89,351 14	5,391,314 45	5,391,314 45	9,321,314 45	9,321,314 45
Rome, Watertown and Ogdensburg.....	1,026 15	1,026 15	.....	.....	6,967 49	6,967 49
Rye Lake.....	.....	.....	.....	.....	480,684 15	480,684 15
Saratoga and Schenectady.....	.....	.....	.....	.....	450,000 00	450,000 00
Schenectady and Duaneburgh.....	102,983 80	102,983 80
Schoharie Valley.....	900 00	900 00

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Silver Lake.....	4,021 01	4,024 01	187,376 05	137,856 01
Skaneateles.....	11,178 03	6,178 04	177,096 40	141,608 03
Smithtown and Port Jefferson.....	11,348 97	11,348 97	500,021 04	500,021 04
Southern Central.....	454,060 75	454,060 75	4,351,565 84	4,351,565 84
Southern Hempstead Branch.....	.....	.....	212,000 00	212,000 00
Southern of Long Island.....	.....	.....	2,865,563 03	2,865,563 03
Southern Branch and Port Morris.....	307 62	307 62	17,784 17	17,784 17
Spartan Island.....	73,438 91	73,438 92	980,000 00	980,000 00
Stirling Mountain.....	.....	.....	480,857 02	480,857 02
Suspension Bridge and Erie Junction, lessor.....	5,212 79	5,212 79	500,857 02	500,857 02
Suspension Bridge and Erie Junction, lessee.....	.....	.....	.....	.....
Syracuse, Binghamton and New York.....	2,601 43	2,601 22 12	1,000,000 00	1,000,000 00
Syracuse, Chenango and New York.....	184 77	1,093,439 15	4,030,039 43	4,030,039 43
Syracuse, Geneva and Corning.....	6,300 00	1,253,000 00	1,061,426 14	1,061,426 14
Syracuse Junction.....	6,300 00	.....	2,430,958 78	2,430,958 78
Syracuse, Poughkeepsie and Oswego.....	14,250 00	.....	732,397 57	732,397 57
Troy and Bennington.....	7,885 76	.....	97,460 14	97,460 14
Troy and Boston.....	410,069 13	.....	285,933 37	285,933 37
Troy and Greenbush.....	21,705 83	.....	2,705,171 30	2,705,171 30
Troy Union.....	12,810 05	.....	294,905 36	294,905 36
Utster and Delaware.....	681 98	.....	783,981 80	783,981 80
Utica and Black River.....	107,160 21	891,080 11	904,913 14	1,002,357 39
Utica, Chenango and Cortland.....	18,801 62	15,127 90	50,000 00	50,000 00
Utica, Chenango and Susquehanna Valley.....	371,475 77	.....	2,781,178 38	2,781,178 38
Utica, Clinton and Binghamton.....	18,633 61	.....	239,124 23	239,124 23
Utica, Ithaca and Elmira.....	95,181 15	.....	4,145,928 73	4,145,928 73
Valley.....	32,201 60	.....	1,259,517 35	1,259,517 35
Wallkill Valley.....	4 84	.....	2,845,919 56	2,845,919 56
Warwick Valley.....	2,435 00	128,000 00	842,900 92	843,063 64
Waverly and State Line.....	.....	.....	245,602 63	245,602 63
West Shore Hudson River.....	68,379 18	.....	190,161 67	190,161 67
West Troy and Green Island.....	4,207 57	.....	64,398 05	64,398 05
Total.....	\$9,559,576 36	\$104,537,046 74	\$637,673,063 74	\$661,075,126 35

a In preceding.
 d From report of 1874.
 e From report of 1872, and represents capital stock and funded debt.
 f From report of Buffalo and Jamestown for 1877.
 g From report of Buffalo and Jamestown for 1877.
 h Total cost of road in 1875.
 i Included in items 11 and 12.
 m From report of 1872.

TABLE C.
CHARACTERISTICS OF ROADS.

NAME OF ROAD.												(32)	(33)	(34)	(35)	(36)	(37)	(38)					
												Length of road, in miles, projected and laid.	Length of road laid, in miles.	Length of double track, including sidings, in miles.	Length of branches owned by the company laid, in miles.	Length of double track on same, in miles.	Weight per yard of rail on main track, in pounds.	Number of engine houses and shops.	Number of engines.	Number of passenger cars, first class.	Number of passenger cars, second class and emigrant.	Number of baggage, mail and express cars.	Number of freight cars.
Adirondack												185 00	60 00	2 75	.....	.....	58 and 60	4	3	4	.....	3	55
Addison, Osceola and Cowanesque Valley												12 42	.....	.....	.....	.....	62	5	51	20	5	14	1,769
Albany and Susquehanna												142 51	142 51	34 40	.....	.....	.....	.....	.....	.....	.....	.....	.....
Albany and Vermont												12 18	12 18	10 93	.....	.....	56 to 68	15	165	12	28	32	2,484
Atlantic and Great Western												887 50	887 50	171 57	6 124 56	.....	67	.....	.....	.....	.....	.....	.....
Avon, Genesee and Mount Morris												17 56	17 56	1 00	.....	.....	40	1	2	3	.....	1	6
Bath and HammondSPORT												9 05	9 05	05	.....	.....	56	8	.....	.....	.....	.....	.....
Black River and Morrisstown												36 60	36 60	2 25	.....	.....	.....	.....	.....	.....	.....	.....	.....
Black River and St. Lawrence												88 00	88 00	.....	.....	.....	Wooden rail	.....	.....	.....	.....	.....	.....
Boston and Albany												201 65	201 65	371 81	4 119 83	1 00	.....	23	243	184	.....	55	6,424
Boston and Schenectady												49 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston, Hoosac Tunnel and Albany												26 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston, Hoosac Tunnel and Western												156 00	30 00	3 00	.....	.....	61	.....	.....	.....	.....	.....	.....
Boston, New York and Chicago												330 00	.....	.....	.....	.....	.....	5	7	27	.....	3	.....
Brooklyn, Bath and Coney Island												7 00	7 00	3 50	.....	.....	45 and 56	.....	.....	.....	.....	.....	.....
Brooklyn, Coney Island and Rockaway												8 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn, Coney Island and Rockaway												6 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn, Elevated, Silent Safety												7 50	7 50	8 25	.....	.....	56	.....	.....	.....	.....	.....	.....
Brooklyn, Flatbush and Coney Island												3 50	3 50	1 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn and Rockaway Beach												7 50	7 50	.....	.....	.....	40, 45 and 60	1	5	40	.....	1	.....
Buffalo City												1 00	1 00	.....	.....	.....	56	.....	.....	11	.....	8	.....
Buffalo, Corry and Pittsburgh												43 20	43 20	8 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo Creek												4 00	3 75	4 00	.....	.....	58	1	2	.....	.....	.....	.....
Buffalo Creek Extension												4 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo Crosstown												7 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo Erie Basin												25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, New York and Erie												139 55	139 55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, New York and Philadelphia												120 55	120 55	90 50	90 50	00	5	25	12	13	5	1,045

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Location	1 00	67 24	9 07	50 and 60	9	9	100
Batho and Niagara Sill	67 24	9 07	50 and 60	9	9	100	100
Batho and Southwest	35 69	30 00	1 00	56	3	1	6
Batho, Syracuse and Albany	35 69	30 00	5 00	56	3	1	6
Canal	35 69	30 00	6 00	56 to 63	3	1	12
Canalsburg, Palmyra and Ontario	34 01	34 01	6 00	66	3	1	12
Canastota, Watertown and Sackett's Harbor	25 25	25 25	6 00	66	3	1	12
Cayuga and Susquehanna	25 25	25 25	6 00	66	3	1	12
Cazenovia, Canastota and Do Ruyter	25 25	25 25	6 00	66	3	1	12
Central Saratoga	25 25	25 25	6 00	66	3	1	12
Charlotte Lake View	25 25	25 25	6 00	66	3	1	12
Chautauqui Lake	25 25	25 25	6 00	66	3	1	12
Chemung	25 25	25 25	6 00	66	3	1	12
Cherry Valley, Sharon and Albany	25 25	25 25	6 00	66	3	1	12
Clyden and Theresa	25 25	25 25	6 00	66	3	1	12
Grove Branch	25 25	25 25	6 00	66	3	1	12
Grove Island Branch	25 25	25 25	6 00	66	3	1	12
Coney Island High and Low Water Mark	25 25	25 25	6 00	66	3	1	12
Coney Island and Rockaway	25 25	25 25	6 00	66	3	1	12
Coney Island Surf	25 25	25 25	6 00	66	3	1	12
Coopersdown and Susquehanna Valley	25 25	25 25	6 00	66	3	1	12
Corning, Cowanesque and Andrum	25 25	25 25	6 00	66	3	1	12
Delaware and Hudson Canal Co., L. & S. R.	25 25	25 25	6 00	66	3	1	12
Dunkirk, Allegheny Valley and Pittsburgh	25 25	25 25	6 00	66	3	1	12
Elmira, Jefferson and Canandaigua	25 25	25 25	6 00	66	3	1	12
Elmira and State Line	25 25	25 25	6 00	66	3	1	12
Elmira and Williamsport	25 25	25 25	6 00	66	3	1	12
Elrie International	25 25	25 25	6 00	66	3	1	12
Erie and Genesee Valley	25 25	25 25	6 00	66	3	1	12
Fishkill and Newburgh	25 25	25 25	6 00	66	3	1	12
Fishing, North Shore and Central	25 25	25 25	6 00	66	3	1	12
Fonda, Johnstown and Gloversville	25 25	25 25	6 00	66	3	1	12
Garnerville	25 25	25 25	6 00	66	3	1	12
Geneva, Hornellsville and Pine Creek	25 25	25 25	6 00	66	3	1	12
Geneva, Ithaca and Sayre	25 25	25 25	6 00	66	3	1	12
Geneva and Lyons	25 25	25 25	6 00	66	3	1	12
Glendale and East River	25 25	25 25	6 00	66	3	1	12
Glen's Falls	25 25	25 25	6 00	66	3	1	12
Gloverville and Northville	25 25	25 25	6 00	66	3	1	12
Goshen and Deckertown	25 25	25 25	6 00	66	3	1	12
Greene	25 25	25 25	6 00	66	3	1	12
Greenwich and Johnsonville	25 25	25 25	6 00	66	3	1	12
Harlem Extension	25 25	25 25	6 00	66	3	1	12
Harlem River and Port Chester	25 25	25 25	6 00	66	3	1	12
Hudson Suspension Bridge and New England	25 25	25 25	6 00	66	3	1	12
Ithaca, Auburn and Western	25 25	25 25	6 00	66	3	1	12
Jersey City and Albany	25 25	25 25	6 00	66	3	1	12
Junction	25 25	25 25	6 00	66	3	1	12
Kings Bridge and Yonkers	25 25	25 25	6 00	66	3	1	12
Kings County	25 25	25 25	6 00	66	3	1	12

TABLE C — (Continued).

NAME OF ROAD.	(38)										(37)		(35)	(34)	(33)	(32)
	Number of engine houses and shops.	Number of engines.	Number of passenger cars, first class.	Number of passenger cars, second class and emigrant.	Number of baggage, mail and express cars.	Number of freight cars.	Weight per yard of rail on main track, in pounds.	Length of double track on same, in miles.	Length of branches owned by the company laid, in miles.	Length of double track, including sidings, in miles.	Length of road laid, in miles.	Length of road, in miles, projected and laid.				
Kings County Central.....	40	.....	.....	.....	3.35	7.50				
Lake Champlain and Moriah.....	56 and 60	.....	.....	.....	7.66	7.66				
Lake Shore and Michigan Southern.....	60	.....	.....	.....	540.37	540.37				
Lawrenceville and Erie.....	c 636.43	636.03	.....	.....		
Lockport and Buffalo.....				
Lor g Island.....	50, 52, 56, 60 and 62	49.62	e 75.76	13.28	94.88	94.88				
Manhattan.....				
Marine.....				
Metropolitan Elevated.....	40	.....	.....	.....	1.65	.....			
Metropolitan Transit.....	56	.....	.....	.....	5.00	.....			
Middle Central.....				
Middleburgh and Schoharie.....	45	.....	.....	.....	6.75	6.75				
Middletown and Crawford.....	50	.....	.....	.....	10.22	10.22				
Middletown, Unionville and Water Gap.....	56	.....	.....	.....	13.00	13.00				
Midway, Amersfort and Coney Island.....				
Monroe and Greenwood Lake.....				
Montgomery and Erie.....	10.22	10.22				
Nanuet and New City.....	56	.....	.....	.....	4.50	4.50				
Newburgh, Dutchess and Connecticut.....	56	.....	.....	.....	54.58	54.58				
Newburgh and New York.....	12.59	12.59				
New England, New York and Pennsylvania.....	100.00	100.00				
New Jersey and New York.....	60	.....	.....	.....	31.50	31.50				
Newtown and Flushing.....	3.97	.....			
New York and Albany.....				
New York, Bay Ridge and Jamaica.....	40 and 56	.....	.....	.....	8.16	.....			
New York, Brooklyn and Sea Shore.....				
New York and Canada.....	112.93	112.93				
New York Central and Hudson River.....	441.75	441.75				
New York Central Niagara River.....	7.50	7.50				
New York City and Northern.....	51.33	51.33				

RAILROAD REPORT.

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[illegible]

TABLE C — (Continued).

NAME OF ROAD.	(32)	(33)	(34)	(35)	(36)	(37)	(38)					
	Length of road, in miles, projected and laid.	Length of road laid, in miles.	Length of double track, including sidings, in miles.	Length of branches owned by the company laid, in miles.	Length of double track on same, in miles.	Weight per yard of rail on main track, in pounds.	Number of engine houses and shops.	Number of engines.	Number of passenger cars, first class.	Number of passenger cars, second class and emigrant.	Number of baggage, mail and express cars.	Number of freight cars.
Skaneateles	5.60	5.60	50	50	.....	56	1	2	1	.....	1	3
Southtown and Port Jefferson	19.62	19.62	.....	.....	.....	56	1	16	7	.....	5	360
Southern Central	114.00	114.00	17.25	.....	.....	56, 60 and 65	5	.....	.....	.....	.....	.....
Southern Hempstead Branch	5.42	5.42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern of Long Island	62.71	62.71	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southfield Branch	1.60	1.60	.....	.....	.....	56	1	2	.....	.....	.....	.....
Springville and Sardinia	11.57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spuyten Duyvil and Port Morris	14.00	6.04	6.04	.....	.....	62 and 65	2	4	9	.....	.....	7
Staten Island	13.00	13.00	33	.....	.....	56	2	2	.....	.....	.....	144
Sterling Mountain	7.60	7.60	1.00	.....	.....	56	4	2	.....	1	.....	.....
Suspension Bridge and Erie Junction	23.27	23.27	50.19	.....	.....	62	.....	.....	.....	.....	.....	.....
Syracuse, Binghamton and New York	81.00	81.00	23.00	.....	.....	58 to 68	5	13	5	.....	.....	580
Syracuse, Chenango and New York	33.49	43.49	23.00	.....	.....	56	2	4	6	.....	.....	60
Syracuse, Geneva and Corning	57.25	57.25	7.23	.....	.....	60	1	.....	.....	.....	.....	.....
Syracuse Junction	7.81	7.81	7.81	.....	.....	65 to 67	.....	.....	.....	.....	.....	.....
Syracuse, Phoenix and Oswego	30.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tioga and Savinna	39.60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Troy and Binghamton	5.38	5.38	38	.....	.....	58	.....	.....	.....	.....	.....	.....
Troy and Boston	34.74	34.74	13.50	.....	1.19	60	5	17	15	.....	7	451
Troy and Greenbush	6.60	6.60	6.60	.....	.....	.....	.....	.....	.....	.....	.....	.....
Troy Union	2.14	2.14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Udler and Delaware	150.00	74.00	5.35	.....	.....	65	.....	.....	.....	.....	.....	.....
Utica and Black River	87.00	74.00	8.67	.....	.....	56, 60 and 70	4	13	5	4	3	181
Utica, Chenango and Cortland	32.60	87.00	8.67	.....	5.25	56 to 60	11	15	23	.....	10	210
Utica, Chenango and Susquehanna Valley	75.00	75.00	17.50	.....	2.00	50 to 68	5	17	14	.....	7	3
Utica, Clinton and Binghamton	1.00	1.00	.....	.....	.....	50 to 62	2	2	3	.....	.....	.....
Utica and Fair Ground	31.30	31.30	5.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica and Elm Narrow Gauge	13.60	60.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica, Ithaca and Elmira	71.00	60.00	10.00	.....	.....	56 and 60	3	4	8	.....	.....	36
Valley	11.50	11.50	1.00	.....	.....	60 to 65	3	4	.....	.....	.....	.....

STATE ENGINEER AND SURVEYOR'S

MILEAGE TABLE.
ROADS IN OPERATION.

NAME OF ROAD.	WHERE LOCATED.	Length of road, projected as by charter.	LENGTH OF ROAD BUILT AND OWNED BY COMPANIES.			Total miles main line and branches built and owned in N. Y. State.
			Main line.	Branches	Total.	
Adirondack	185.00	69.99	.....	69.99	60.00
Atlantic and	387.50	387.50	.....	387.50	40.24
Bath and H.	9.05	9.05	.....	9.05	9.05
Boston and	201.63	201.63	.....	201.63	56.63
Brooklyn, I.	7.00	7.00	.....	7.00	7.00
Brooklyn, J.	7.50	7.50	.....	7.50	7.50
Buffalo, C.	43.20	43.20	.....	43.20	37.09
Buffalo, C.	4.00	3.75	.....	3.75	3.75
Buffalo, E.
Buffalo, N.	67.23	67.23	.....	67.23	67.23
Buffalo, N.	120.55	120.55	.....	120.55	78.43
Cayuga, S.	38.00	38.00	.....	38.00	38.00
Cheney, S.	29.25	29.25	.....	29.25	29.25
Clove, B.	4.25	4.25	.....	4.25	4.25
Cooperstown	16.00	16.00	.....	16.00	16.00
DELAWARE
Star	22.01	22.01	.....	22.01	17.65
Albany	142.51	142.51	.....	142.51	142.51
Albany	12.18	12.18	.....	12.18	12.18
Cherry	20.99	20.99	.....	20.99	20.99
Glen	5.74	5.74	.....	5.74	5.74
New York
Rensselaer	112.53	112.53	.....	112.53	110.93
Schenectady	86.21	86.21	.....	86.21	112.50
Seneca	13.79	13.79	.....	13.79	13.79
Warren	1.08	1.08	.....	1.08	1.08
West	14.97	14.97	.....	14.97	14.97
Yonkers	34.61	34.61	.....	34.61	34.61
DELAWARE	8.00	8.00	.....	8.00	8.00
Cayuga	34.98	34.98	.....	34.98	34.98
Cheney	12.70	12.70	.....	12.70	12.70
Cooperstown
Delaware

STATE ENGINEER AND SURVEYOR'S

MILEAGE TABLE. ROADS IN OPERATION.

NAME OF ROAD.	WHERE LOCATED.		Length of road, protected as by charter.	LENGTH OF ROAD BUILT AND OWNED BY COMPANIES.			Total miles main line and branches in N. Y. State.
	From.	To.		Main line.	Branches	Total.	
Adirondack	Saratoga.....	North Creek.....	185.00	60.00	.....	60.00	60.00
Atlantic and Great Western.....	Salamanca, N. Y.....	Dayton, Ohio.....	387.50	387.50	.....	387.50	40.24
Bath and Hammondsport.....	Bath.....	Hammondsport.....	9.05	9.05	.....	9.05	9.05
Boston and Albany.....	Boston, Mass.....	Albany, N. Y.....	201.65	201.65	.....	201.65	56.63
Brooklyn, Bath and Coney Island.....	Greenwood.....	Coney Island.....	7.00	7.00	.....	7.00	7.00
Brooklyn, Flatbush and Coney Island.....	Atlantic avenue, Brooklyn.....	Brighton Beach.....	7.50	7.50	.....	7.50	7.50
Buffalo, Corry and Pittsburgh.....	Brooklyn, N. Y.....	Corry, Pa.....	43.90	43.90	.....	43.90	37.00
Buffalo Creek.....	N. Y. L. E. & Western R. R., Buffalo.....	Light house, Buffalo.....	4.00	3.75	.....	3.75	3.75
Buffalo Erie Basin.....	Buffalo.....	Erie Basin wharf, Buffalo.....	.....	.....	.....	.....	.....
Buffalo and Southwestern.....	New York Central Track.....	Jamesstown, Pa.....	67.23	67.23	.....	67.23	67.23
Buffalo, New York and Philadelphia.....	Buffalo, N. Y.....	Emporium, Pa.....	190.55	190.55	.....	190.55	78.53
Cayuga Southern.....	Cayuga.....	Ithaca.....	33.00	33.00	.....	33.00	33.00
Cazenovia, Canastota and De Ruyter.....	Canastota.....	De Ruyter.....	29.25	29.25	.....	29.25	29.25
Clove Branch.....	Clove Branch Junction.....	Sylvan Lake.....	4.25	4.25	.....	4.25	4.25
Cooperstown and Susquehanna Valley.....	Cooperstown.....	Cooperstown Junction.....	16.00	16.00	.....	16.00	16.00
DELAWARE AND HUDSON CANAL CO. (L. & S. R. R.)	Nineveh, N. Y.....	Jefferson Junction at Starucca, Pa.....	23.01	23.01	.....	23.01	17.65
Albany and Susquehanna.....	Albany.....	Binghamton.....	142.51	142.51	.....	142.51	142.51
Albany and Vermont.....	Albany.....	Watford Junction.....	12.18	12.18	.....	12.18	12.18
Cherry Valley, Sharon and Albany.....	Cobleskill.....	Cherry Valley.....	20.99	20.99	.....	20.99	20.99
Glen's Falls.....	Ft. Edward.....	Glen's Falls.....	5.74	5.74	.....	5.74	5.74
New York and Canada.....	Lake Champlain.....	Rouse's Point and Vermont State Line.....	112.93	112.93	37.00	149.93	149.93
Rensselaer and Saratoga.....	Troy.....	Lake Champlain.....	86.21	86.21	63.44	149.65	112.50
Schenectady and Dutchburgh.....	Schenectady.....	Quacker St. Junction, A. & S. R. R.....	13.79	13.79	.....	13.79	13.79
West Troy and Green Island.....	West Troy, N. Y.....	Green Island.....	1.08	1.08	.....	1.08	1.08
Saratoga and Schenectady.....	Saratoga.....	Schenectady.....	14.97	14.97	.....	14.97	14.97
DELAWARE, LACKAWANNA AND WESTERN R. R.	Owego.....	Cayuga Lake.....	34.61	34.61	.....	34.61	34.61
Cayuga and Susquehanna.....	Greene.....	Chenango Forks.....	8.00	8.00	.....	8.00	8.00
Owego and Susquehanna.....	Owego.....	Syracuse.....	34.98	34.98	.....	34.98	34.98
Owego and Syracuse.....	Owego.....	Syracuse.....	13.70	13.70	.....	13.70	13.70
Rome and Clinton.....	Rome.....	Clinton.....	13.70	13.70	.....	13.70	13.70

SMALL CAPS indicate lessees; *italics* indicate leased lines.

MILEAGE TABLE.
ROADS IN OPERATION.

NAME OF ROAD.	WHERE LOCATED.	Length of road, projected as by charter.	LENGTH OF ROAD BUILT AND OWNED BY COMPANIES.			Total miles main line and branches in N. Y. State.
			Main line.	Branches	Total.	
SMALL OAP lines.						
Adirondack		185.00	60.00	.....	60.00	60.00
Atlantic and		387.50	387.50	a 124.56	512.06	49.24
Bath and		9.05	9.05	.....	9.05	9.05
Boston and		201.63	201.63	b 119.83	321.48	56.63
Brooklyn,		7.00	7.00	.....	7.00	7.00
Brooklyn,		7.50	7.50	.....	7.50	7.50
Buffalo, C.		43.20	43.20	.....	43.20	37.00
Buffalo C.		4.00	3.75	.....	3.75	3.75
Buffalo Br	
Buffalo and		67.23	67.23	.....	67.23	67.23
Buffalo, A.		190.55	120.55	.....	190.55	78.65
Cayuga Sc		38.00	38.00	.....	38.00	38.00
Cazenovia		29.25	29.25	.....	29.25	29.25
Clove Br		4.25	4.25	.....	4.25	4.25
Cooperstown		16.00	16.00	.....	16.00	16.00
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	.....	22.01	17.05
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Albany		20.99	20.99	.....	20.99	20.99
Albany		5.74	5.74	.....	5.74	5.74
New Y	
DELAWARE						
Albany		22.01	22.01	22.01	17.05
Albany		142.51	142.51	142	

RAILROAD REPORT.

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Syracuse, Binghamton and New York. Utica, Chenango and Susquehanna Valley. Watkins, Clinton and Binghamton. Valley.	Geddes. Utica. Watkins. State Line, Pa.	Binghamton. Smith's Valley. Binghamton, N. Y.	81.00 74.00 31.30 11.50	81.00 74.00 31.30 11.50	81.00 74.00 31.30 11.50
FALL BROOK COAL CO. Corning, Chenango and Androm. Syracuse, Green N. and Gloversville. Fonda, Johnston and Gloversville. Gloversville and Northville. Geneva, Ithaca and Sayre. Greenwich and Johnsonville. HARTLEM EXTENSION, SOUTH COAL TRANS. CO. Harlem Extension. Lako Champlain and Moriah. Lake Champlain and Mohawk. Lake Shore and Michigan Southern. LONG ISLAND. Fishing, North Shore and Central. New York and Hudson. New York and Rockaway. Smithtown and Port Jefferson. Southern Hempstead Branch. Southern (of Long Island). Marine.	Corning, N. Y. Corning. Fonda. Gloversville. State Line. Greenwich. Chatham 4 Corners, N. Y. Port Henry. Buffalo, N. Y. Long Island City. Hatter's Point. Windfield. Rockaway Junction. Northport. Valley Stream. Bushwick. Manhattan Beach Hotel. Harlem River via 6th Ave. New York City.	Geneva. Antrim, Pa. Geneva. Gloversville. Northville. Geneva. Johnsonville. Bannington, Vt. Mineville. Chicago, Ill. Greenport. Babylon. Fishing. Far Rockaway. Port Jefferson. Hempstead. Patchogue. Succeshead Bay around east of Island to beginning. Bowling Green and back to Harlem River via 21 Ave.	53.00 57.00 57.25 10.00 16.17 75.00 14.00 58.00 7.00 540.37 94.88 53.14 8.97 8.98 19.03 5.42 62.71 5.00 5.00	53.00 57.00 57.25 10.00 16.17 75.00 14.00 58.00 7.00 540.37 94.88 53.14 8.97 8.98 19.03 5.42 62.71 5.00 5.00	53.00 57.00 57.25 10.00 16.17 75.00 14.00 58.00 7.00 540.37 94.88 53.14 8.97 8.98 19.03 5.42 62.71 5.00 5.00
Middleburgh and Schoharie. Middletown and Crawford. Newburgh, Dutchess and Connecticut. NEW JERSEY MIDLAND. Jersey City and Albany. Middletown, Unioville and Water Gap. NEW JERSEY AND NEW YORK. Garnerville. Nanuet and New City. NEW YORK CENTRAL AND HUDSON RIVER. Dunkirk, Allegheny Valley and Pittsburgh. Geneva and Lyons. Junction. New York Central Niagara River. New York and Harlem. New York and Mahopie. Niagara Bridge and Canandaigua. Saugerties Ingrid and Port Morris. Syracuse Junction.	Jersey City, N. J. Middletown. N. Y., L. E. & Western R. R. Junct., N. J. Nanuet. New York. Dunkirk, N. Y. Geneva. Main line at East Buffalo. Main line in town of Wheat- field. New York. Golden's Bridge. Canandaigua. Saugerties. N. Y. C. & H. R. R. Main line east of Syracuse.	Tappan, N. Y. New Jersey State Line. Stoney Point, N. Y. Haverstraw. New City. Buffalo. Oil City, Pa. Lyons. Niagara Falls Branch at the International Bridge. Niagara River. Chatham Four Corners. Lake Mahopie. Syracuse Junction. Port Morris. N. Y. C. & H. R. R. Main line west of Syracuse.	13.00 13.00 31.50 31.50 41.75 41.75 106.50 14.13 8.50 7.50 126.96 7.00 98.46 14.00 7.81	13.00 13.00 31.50 31.50 41.75 41.75 106.50 14.13 8.50 7.50 126.96 7.00 98.46 14.00 7.81	13.00 13.00 31.50 31.50 41.75 41.75 106.50 14.13 8.50 7.50 126.96 7.00 98.46 14.00 7.81

MILEAGE TABLE—(Continued).

NAME OF ROAD.	WHERE LOCATED.		Length of road projected as by charter.	LENGTH OF ROAD BUILT AND OWNED BY COMPANIES.			Total miles built and owned by State.
	From.	To.		Main line.	Branches	Total.	
<i>Troy and Greenbush.</i>	Troy	Greenbush	6.00	6.00	.....	6.00	6.00
NEW YORK, LAKE ERIE AND WESTERN	South Ferry, New York City	61st St. on west side, 81st St. on east side	11.87	11.87	.....	11.87	11.87
Avon, Genesee and Mt. Morris	Jersey City, N. J.	Dunkirk, N. Y.	430.62	430.62	6178.69	6389.71	434.83
Buffalo, New York and Erie	Avon	Mt. Morris	17.54	17.54	.....	17.54	17.54
Erie International	Palmyra Post	Buffalo	139.95	139.95	.....	139.95	139.95
Erie and Genesee Valley	Main St., Buffalo	International Bridge	4.25	4.25	.....	4.25	4.25
Goshen and Dutchman	Mt. Morris	Danville	12.25	12.25	.....	12.25	12.25
Montgomery and Erie	Goshen	Fire Island	21.00	21.00	1.00	19.65	19.65
Norfolk and New York	Greenwood Junction	Montgomery	10.22	10.22	.....	10.22	10.22
Norfolk and Northern	Greenwood Junction	Valley Forge Junction	12.59	12.59	.....	12.59	12.59
Pennsylvania Erie Coal and Railway Co.	Junction at Bergen, N. J.	Sparhill, N. Y.	21.25	21.25	.....	21.25	21.25
Rochester and Genesee Valley	Sparhill	Sparks	4.37	4.37	.....	4.37	4.37
Suspension Bridge Erie Junction	Carrollton, N. Y.	Chesville, Pa.	25.97	25.97	.....	25.97	25.97
Union	East Buffalo	Rochester	18.36	18.36	.....	18.36	18.36
NEW YORK AND MANHATTAN BEACH	Patterson & Ramapo R. R.	Suspension Bridge	23.37	23.37	.....	23.37	23.37
Brooklyn and Rockaway Beach	Greenpoint, Brooklyn, E. D.	N. Y. Lake Erie and Western	1.00	1.00	.....	1.00	1.00
Glendale and East River	East New York	N. Y. R. at Suder's Depot	15.00	3.44	.....	5.44	5.44
King County East End	Greenpoint	Manhattan Beach	3.50	3.50	.....	3.50	3.50
New York Bay Bridge and Jamaica	Prespect Park	Glendale, Brooklyn	6.00	2.70	.....	2.70	2.70
NEW YORK, NEW HAVEN AND HARTFORD	Bay Ridge	Fiat Lands, Brooklyn	3.35	3.35	.....	3.35	3.35
Hartford River and Port Chester	Harlem Junction, N. Y.	New Lots	10.00	8.16	.....	8.16	8.16
New York and Oswego Railroad	Oswego	Springfield, Mass	123.00	123.00	767.50	190.50	15.13
NORFOLK CENTRAL	Port Chester	Fort Chester	21.00	11.80	.....	11.80	11.80
Champlain	Oswego	Middletown	249.00	249.00	115.00	364.00	364.00
Elmira, Jefferson and Canandaigua	Erle Junction	Watkins	17.80	17.80	.....	17.80	17.80
Elmira and Williamsport	Watkins	Canandaigua	46.70	46.70	.....	46.70	46.70
Oneida,burgh and Lake Champlain	Williamsport, Pa.	Elmira Junction	76.70	76.70	.....	76.70	76.70
Oneida, Bradford and Warren	Ogdensburg	Rouse's Point	118.00	118.00	.....	118.00	118.00
Ontario Southern	Olean	State Line	12.53	12.53	.....	12.53	12.53
NEW YORK AND NEW YORK CANAL AND RAILWAY CO.	Sodus Point	Stanley	53.60	33.60	.....	33.60	33.60
Port Jervis and Monticello	Pennsylvania State line	N. Y. L. E. & W. R. R.	75	75	.....	75	75
Poughkeepsie, Hartford and Boston	Monticello	Port Jervis	23.75	23.75	.....	23.75	23.75
	Poughkeepsie	State Line	47.46	43.66	.....	43.66	42.66

SMALL CAPS indicate lessees; *Italics* indicate leased lines.

RAILROAD REPORT.

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	Utica and Connecticut.	Utica and Delaware.	Utica and Black River.	Black River and Morristown.	Carthage, Watertown and Sackett's Harbor.	Clayton and Theresa.	Ogdensburg and Morristown.	UTICA, ITHACA AND ELMIRA.	Ithaca, Auburn and Western.	Watkill Valley.	Warwick Valley.	Total.
Utica and Connecticut.	114.00	107.50	107.50	107.50	107.50	107.50	107.50	107.50	107.50	107.50	107.50	107.50
Utica and Delaware.	141.11	141.11	141.11	141.11	141.11	141.11	141.11	141.11	141.11	141.11	141.11	141.11
Utica and Black River.	28.58	28.58	28.58	28.58	28.58	28.58	28.58	28.58	28.58	28.58	28.58	28.58
Black River and Morristown.	4.38	4.38	4.38	4.38	4.38	4.38	4.38	4.38	4.38	4.38	4.38	4.38
Carthage, Watertown and Sackett's Harbor.	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50
Clayton and Theresa.	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Ogdensburg and Morristown.	114.00	114.00	114.00	114.00	114.00	114.00	114.00	114.00	114.00	114.00	114.00	114.00
UTICA, ITHACA AND ELMIRA.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ithaca, Auburn and Western.	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00
Watkill Valley.	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60
Warwick Valley.	43.49	43.49	43.49	43.49	43.49	43.49	43.49	43.49	43.49	43.49	43.49	43.49
Total.	50.50	50.50	50.50	50.50	50.50	50.50	50.50	50.50	50.50	50.50	50.50	50.50
Utica and Connecticut.	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74
Utica and Delaware.	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38
Utica and Black River.	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14
Black River and Morristown.	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00
Carthage, Watertown and Sackett's Harbor.	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00
Clayton and Theresa.	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60
Ogdensburg and Morristown.	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
UTICA, ITHACA AND ELMIRA.	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86
Ithaca, Auburn and Western.	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67
Watkill Valley.	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00
Warwick Valley.	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57
Total.	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25
Utica and Connecticut.	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16
Utica and Delaware.	6,301.01	6,301.01	6,301.01	6,301.01	6,301.01	6,301.01	6,301.01	6,301.01	6,301.01	6,301.01	6,301.01	6,301.01
Utica and Black River.	2,006.30	2,006.30	2,006.30	2,006.30	2,006.30	2,006.30	2,006.30	2,006.30	2,006.30	2,006.30	2,006.30	2,006.30
Black River and Morristown.	8,806.31	8,806.31	8,806.31	8,806.31	8,806.31	8,806.31	8,806.31	8,806.31	8,806.31	8,806.31	8,806.31	8,806.31
Carthage, Watertown and Sackett's Harbor.	5,752.24	5,752.24	5,752.24	5,752.24	5,752.24	5,752.24	5,752.24	5,752.24	5,752.24	5,752.24	5,752.24	5,752.24
Clayton and Theresa.	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20
Ogdensburg and Morristown.	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74
UTICA, ITHACA AND ELMIRA.	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38
Ithaca, Auburn and Western.	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14
Watkill Valley.	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00
Warwick Valley.	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00
Total.	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60
Utica and Connecticut.	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Utica and Delaware.	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86
Utica and Black River.	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67
Black River and Morristown.	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00
Carthage, Watertown and Sackett's Harbor.	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57
Clayton and Theresa.	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25
Ogdensburg and Morristown.	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16
UTICA, ITHACA AND ELMIRA.	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20
Ithaca, Auburn and Western.	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74
Watkill Valley.	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38
Warwick Valley.	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14
Total.	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00
Utica and Connecticut.	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00
Utica and Delaware.	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60
Utica and Black River.	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Black River and Morristown.	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86
Carthage, Watertown and Sackett's Harbor.	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67
Clayton and Theresa.	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00
Ogdensburg and Morristown.	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57
UTICA, ITHACA AND ELMIRA.	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25
Ithaca, Auburn and Western.	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16
Watkill Valley.	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20
Warwick Valley.	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74	31.74
Total.	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38	5.38
Utica and Connecticut.	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14	2.14
Utica and Delaware.	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00
Utica and Black River.	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00	87.00
Black River and Morristown.	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60	38.60
Carthage, Watertown and Sackett's Harbor.	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Clayton and Theresa.	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86	15.86
Ogdensburg and Morristown.	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67	10.67
UTICA, ITHACA AND ELMIRA.	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00	71.00
Ithaca, Auburn and Western.	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57	26.57
Watkill Valley.	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25	85.25
Warwick Valley.	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16	10.16
Total.	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20	6,775.20

a Includes 89.33 miles of leased lines out of the State. b Includes 71.85 miles of leased lines out of the State. c Includes 162.09 miles of leased lines out of the State. d Includes 12.70 miles of leased lines. e Includes 82.11 miles of leased lines out of the State. f Includes 50.00 miles of leased lines out of the State. g Includes 44.08 miles of the lessor's road out of the State. h Includes 6.19 miles of leased line out of the State.

MILEAGE TABLE.
ROADS PROJECTED, NOT IN OPERATION.

NAME OF ROAD.	WHERE LOCATED.		Miles of road projected, as by charter.	Miles of road built, Track not laid.
	From	To		
Addison, Osceola and Cowanesque Valley	Addison	Pennsylvania State line.	19.42	.....
Black River and St. Lawrence	Carthage	Russell	38.00	12.00
Boston, Albany and Schenectady	Massachusetts State line	Schenectady	48.00	.....
Boston, Hoosac Tunnel and Albany	Albany	Massachusetts State line	48.00	.....
Boston, Hoosac Tunnel and Western	Petersburgh at Vermont State line	Lake Ontario	156.00	20.00
Boston, New York and Chicago	Petersburgh	{ Sterling; west terminus.	830.00	.....
Brooklyn Coney Island Central	Brooklyn	{ Clayton; north terminus.	8.00	.....
Brooklyn Coney Island and Rockaway	Brooklyn	Coney Island	8.00	.....
Brooklyn Elevated Street Safety	Brooklyn	Wood Haven	6.50	.....
Buffalo City	Buffalo Creek	International Bridge	7.50	1.00
Buffalo Creek Extension	Buffalo Creek R. R.	International Bridge	4.50	.....
Buffalo Crosstown	International Bridge	Buffalo, N. Y. and Phil. R. R.	7.00	.....
Buffalo Niagara Ship	Niagara Falls Branch Railroad	Lake Erie	1.00	.....
Buffalo, Syracuse and Albany	Buffalo	Albany	838.00	.....
Canal	Elmira	Horseheads	6.00	.....
Canandaigua, Palmyra and Ontario	Canandaigua	Lake Ontario	8.00	.....
Central Saratoga	Schenectady	Saratoga	55.00	.....
Charlotte Lake View	New York C. and H. R. R. at Charlotte.	Lake Ontario	7.00	.....
Chautauqua Lake	Mayville	Jamesstown and Falconer	20.00	.....
Coney Island Beach	Norton and Murray Dock	Sheepshead Bay	5.00	.....
Coney Island High and Low Water Mark	Sheepshead Bay Inlet	Sheepshead Bay Inlet	5.00	.....
Coney Island and Rockaway	Coney Island	Rockaway	6.00	.....
Coney Island Surf	West end of Coney Island	East end of Coney Island	5.00	.....
Delhi and Middletown	Dean's Corners	Delhi	80.00	.....
Fishkill and Newburgh	Fishkill	Newburgh	10.00	.....
Geneva, Hornellsville and Pine Creek	Geneva	Pennsylvania State line	192.00	.....
Hudson Suspension Bridge and New England	N. Y., J. E. and W. R. R. at Turners	Connecticut State line	37.00	.....
Kings Bridge and Yonkers	Kings Island	Yonkers	4.50	.....
Lawrenceville and Erie	Coney Island	Parkville	3.00	.....
Lockport and Buffalo	Lawrenceville	N. Y., J. E. and W. R. R.	10.00	.....
Long Island	Lockport	Tonawanda	13.18	.....
Marginal	Ocean Parkway	Town of Gravesend	4.00	.....
Middle Central	Sodus Bay	Pennsylvania State line at Waverly	98.78	.....
Midway, Amersfort and Coney Island	Brooklyn	Coney Island	7.00	.....
Monroe and Greenwood Lake	Monroe	Greenwood Lake	12.00	.....
New England, New York and Pennsylvania	N. J. State line at Greenwood Lake	A. and S. Railroad in Albany county	100.00	.....
New York and Albany	Albany	Jersey City, N. J.	146.00	.....
New York, Brooklyn and Sea Shore	Brooklyn	Rockaway Beach and Far Rockaway	20.00

RAILROAD REPORT.

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New York City and Northern	51.33	91.78
New York City and Southern	0.00	0.00
New York City and New York	0.71	0.00
New York City and New York	4.50	0.00
New York City and New York	0.00	3.78
New York City and New York	3.00	0.00
New York City and New York	17.00	0.00
New York City and New York	25.00	0.00
New York City and New York	4.00	0.00
New York City and New York	21.50	0.00
New York City and New York	424.84	2.50
New York City and New York	15.00	0.00
New York City and New York	8.00	0.00
New York City and New York	6.00	0.00
New York City and New York	23.00	0.00
New York City and New York	10.00	0.00
New York City and New York	6.00	0.00
New York City and New York	18.00	18.00
New York City and New York	10.00	0.00
New York City and New York	4.25	0.00
New York City and New York	15.00	0.00
New York City and New York	4.00	0.00
New York City and New York	11.37	0.00
New York City and New York	30.00	0.00
New York City and New York	20.00	0.00
New York City and New York	32.00	0.00
New York City and New York	1.00	0.00
New York City and New York	13.00	0.00
New York City and New York	11.00	0.00
New York City and New York	52.00	0.00
Total	2,951.11	84.49

STATE ENGINEER AND SURVEYOR'S

MILEAGE TABLE.

ROADS PROJECTED, NOT IN OPERATION.

NAME OF ROAD.	WHERE LOCATED.		Miles of road projected, as by charter.	Miles of road built, track not laid.
	From	To		
Addison.....	Addison.....	Pennsylvania State line.....	12.42	.....
Black River and Shawanese Valley.....	Carthage.....	Russell.....	38.00	12.00
Boston, Albany and Schoenectady.....	Massachusetts State line.....	Schoenectady.....	49.00	.....
Boston, Hoosac Tunnel and Albany.....	Albany.....	Massachusetts State line.....	48.00	.....
Boston, Hoosac Tunnel and Western.....	Petersburgh at Vermont State line.....	Lake Ontario.....	98.00	.....
Boston, New York and Chicago.....	Petersburgh.....	Starting; west terminus.....	153.00	20.00
Brooklyn Coney Island Central.....	Brooklyn.....	City; north terminus.....	830.00	.....
Brooklyn, Coney Island and Rockaway.....	Brooklyn.....	Coney Island.....	8.00	.....
Brooklyn, Elevated Silent Safety.....	Brooklyn.....	Coney Island.....	6.50	.....
Buffalo City.....	Buffalo Creek.....	Wood Haven.....	7.50	1.00
Buffalo Creek Extension.....	Buffalo Creek R. R.....	International Bridge.....	4.50	.....
Buffalo Croostown.....	International Bridge.....	International Bridge.....	7.00	.....
Buffalo Niagara Slip.....	Niagara Falls Branch Railroad.....	Buffalo, N. Y. and Phil. R. R.....	1.00	.....
Buffalo, Syracuse and Albany.....	Rudolph.....	Lake Erie.....	338.00	.....
Canal.....	Elmira.....	Albany.....	6.00	.....
Canandaigua, Palmyra and Ontario.....	Canandaigua.....	Horsesheds.....	8.00	.....
Central Saratoga.....	Schenectady.....	Lake Ontario.....	32.00	.....
Charlotte Lake View.....	New York C. and H. R. R. at Charlotte.....	Saratoga.....	25.00	.....
Chautauqua Lake.....	Mayville.....	Lake Ontario.....	7.00	.....
Coney Island High and Low Water Mark.....	Notion and Murrey Dock.....	Jamesstown and Falconer.....	25.00	.....
Coney Island and Rockaway.....	Sheephead Bay Inlet.....	Sheephead Bay.....	5.00	.....
Coney Island Surf.....	Coney Island.....	Sheephead Bay Inlet.....	5.00	.....
Delhi and Middletown.....	West end of Coney Island.....	Rockaway.....	5.00	.....
Delhi and Middletown.....	Dean's Corners.....	East end of Coney Island.....	5.00	.....
Delhi and Middletown.....	Delhi.....	Delhi.....	30.00	.....
Delhi and Middletown.....	Fishkill.....	Newburgh.....	10.00	.....
Geneva, Hornellsville and Pine Creek.....	Geneva.....	Pennsylvania State line.....	192.00	.....
Hudson Suspension Bridge and New England.....	N. Y., L. E. and W. R. R. at Turners.....	Connecticut State line.....	37.00	.....
Kings Bridge and Yonkers.....	Kings Bridge.....	Yonkers.....	4.50	.....
Kings County.....	Coney Island.....	Parkville.....	8.00	.....
Lawrenceville and Erie.....	Lawrenceville.....	N. Y., L. E. and W. R. R.....	10.00	.....
Lockport and Buffalo.....	Lockport.....	Tonawanda.....	13.18	.....
Marginal.....	Ocean Parkway.....	Town of Gravesend.....	4.00	.....
Middle Central.....	Sodus Bay.....	Pennsylvania State line at Waverly.....	98.78	.....
Midway, Amersfort and Coney Island.....	Brooklyn.....	Coney Island.....	7.00	.....
Monroe and Greenwood Lake.....	Monroe.....	Greenwood Lake.....	12.00	.....
New England, New York and Pennsylvania.....	N. J. State line at Greenwood Lake.....	A. and S. Railroad in Albany county.....	100.00	.....
New York and Albany.....	Albany.....	Jersey City, N. J.....	146.00	.....
New York, Brooklyn and Sea Shore.....	Brooklyn.....	Rockaway Beach and Far Rockaway.....	20.00

RAILROAD REPORT.

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New York City and Northern.....	51.33	91.78
New York, Binghamton and Northern.....	40.00	5.50
New York and New England.....	4.50	.....
New York Quick Transit.....	6.00	3.78
New York and Sea Beach.....	3.00	.....
New York, Sea Beach and Coney Island.....	17.00	.....
New York and South Side.....	294.00	.....
New York State.....	5.00	.....
New York Underground Extension.....	31.50	.....
New York, Westchester and Boston.....	491.84	2.50
New York, West Shore and Chicago.....	13.00	.....
New York, Woodhaven and Rockaway.....	6.00	.....
Niagara Falls Branch.....	23.00	.....
Ocean Palace Elevated.....	16.00	.....
Orange County.....	6.00	.....
Penn Yan and Geneva.....	18.00	18.00
Penn Yan and New York.....	10.00	.....
Rochester, Nunda and Pittsburgh.....	4.25	.....
Rockaway Elevated.....	15.00	.....
Rye Lake.....	4.00	.....
Sage Bank.....	11.57	.....
Sheepshead Bay and Coney Island.....	30.00	.....
Springville and Sardonia.....	20.00	.....
Syracuse, Phoenix and Oswego.....	32.00	.....
Tioga and Savanna.....	32.00	.....
Utica, Chenango and Cortland.....	1.00	.....
Utica and Fair Ground.....	13.00	.....
Utica and Ilion Narrow Gauge.....	11.00	.....
Westchester County.....	98.00	.....
West Shore Hudson River.....	.....	.....
Total.....	2,931.11	84.42
New York and Harlem R. R. at Brewsters.....	.....	.....
Brookfield, Canton and.....	.....	.....
Connecticut, New York line.....	.....	.....
Westchester, town of.....	.....	.....
Coney Island.....	.....	.....
New York and Sea Beach R. R.....	.....	.....
Sag Harbor Branch L. I. Railroad.....	.....	.....
Buffalo.....	.....	.....
Hudson River at Yonkers.....	.....	.....
Port Chester.....	.....	.....
Buffalo, N. Y.....	.....	.....
Rockaway Beach.....	.....	.....
R. W. and O. Railroad at Lewiston.....	.....	.....
Sheepshead Bay.....	.....	.....
The Wallkill River.....	.....	.....
Geneva.....	.....	.....
Dresden.....	.....	.....
Roscoe's Crossing.....	.....	.....
Rockaway Beach.....	.....	.....
N. Y. and Harlem Railroad at Kensico.....	.....	.....
Coney Island, Sedge Bank.....	.....	.....
Sheepshead Bay.....	.....	.....
Sardonia Junction.....	.....	.....
Syracuse.....	.....	.....
C. C. and A. Railroad.....	.....	.....
N. Y. and O. M. Railroad at Oselle.....	.....	.....
Fair Ground.....	.....	.....
Ilion.....	.....	.....
Mount Vernon.....	.....	.....
Athens.....	.....	.....

MILEAGE TABLE — (Continued).

RECAPITULATION.

ROADS IN OPERATION.

Miles of road projected, as per charter.....	6,775.20
Miles of road built.....	6,801.01
Miles of branches built.....	2,006.30
Total miles of road and branches built.....	8,806.31
Total miles of road and branches built in the State.....	5,752.24
Total miles of road and branches built out of the State.....	2,554.07

ROADS PROJECTED.

Miles of road projected, as per charter.....	2,951.11
Miles of road built; track not laid.....	84.42

SUMMARY.

Miles of road in operation and projected.....	6,775.20
Miles of road projected, not built.....	2,951.11
Total.....	9,726.31
Miles of road laid with track.....	8,806.31
Miles of road built; track not laid.....	84.42
Total.....	8,890.73

RAILROAD REPORT.

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TABLE D. 1.
BUSINESS OF THE YEAR—PASSENGER.

NAME OF ROAD.	(40) Miles run by passenger trains.	(41) RATE OF FARE PER MILE CHARGED TO PASSENGERS.				(43) Number of passengers in cars (all classes) carried in	(44) Number of miles traveled by passengers, or number of passengers carried one mile.	(47) Average rate of speed adopted by ord. pass. trains, including stops (miles per hour).	(48) Rate of speed of same when in motion (miles per hour).	(49) Average rate of speed adopted by express trains, including stops (miles per hour).	(50) Rate of speed of same when in motion (miles per hour).	(51) Average weight in tons of pass. trains, exclusive of baggage.
		1st CLASS.										
		2d CLASS.										
		Through.	Way.	Through.	Way.							
Adirondack.....	50,498	2.50	3.00	.....	.....	21,720	603,574	21	27	.....	.....	134
Albany and Susquehanna.....	261,915	2.00	2.00	1.00	.....	304,685	8,784,815	23.50	28	.....	.....	151
Atlantic and Great Western.....	1,029,540	2.75	3.00	1.00	.....	902,302	36,264,145	20	23	23	40	.....
Bath and Hammondsport.....	18,984	4.00	4.00	.....	.....	13,087	134,790	14	15	33	37	156
Boston and Albany.....	1,385,825	2.37	3.00	.....	.....	5,200,641	101,221,965	25	30	10	14	26
Brooklyn, Bath and Coney Island.....	73,792	2.86	3.00	1.50	.....	467,096	1,167,740	10	14	10	14	44
Brooklyn, Flatbush and Coney Island.....	63,015	2.50	3.00	.....	.....	602,692	4,190,274	20	25	29	30	.....
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	.....	.....	.....	18	20	.....	.....	30
Buffalo and Jamestown.....	94,254	3.00	3.00	2.00	3.00	28,396	823,038	20	25	25	30	91
Buffalo and Southwestern.....	87,036	3.00	3.00	2.00	3.00	101,024	3,770,017	20	25	35	30	91
Buffalo, New York and Philadelphia.....	122,014	3.00	3.50	.....	.....	180,122	3,833,676	25	30	25	30	50
Buffalo Southern.....	25,040	3.00	3.00	.....	.....	43,345	614,407	25	30	30	30	44
Cayuga Southern.....	41,389	4.00	4.00	.....	.....	25,016	493,767	20	24	20	24	50
Cayuga and Susquehanna.....	22,630	5.00	5.00	.....	.....	15,639	119,473	20	25	.....	.....	75
Cazenovia, Canastota and De Ruyter.....	40,834	2.65	2.65	2.65	2.65	113,529	1,717,705	22	25	25	25 to 30	50
Chemung.....	3,763	3.00	3.00	.....	.....	.....	.....	.....	.....	.....	.....	50
Clove Branch.....	20,440	3.00	3.00	.....	.....	30,383	6,312	.....	.....	.....	.....	50
Cooperstown and Susquehanna Valley.....	81,614	3.00	3.00	.....	.....	38,019	371,918	16	20	20	25	60
Corning, Cowanesque and Antin.....	122,567	3.00	3.00	.....	.....	118,100	2,564,768	20	25	25	25	65
Corning, Allegany Valley and Pitsburgh.....	122,823	2.80	3.00	2.80	2.80	96,081	2,535,828	22	26	26	28 to 30	50
Elmira, Jefferson and Camandauqua.....	70,637	3.00	3.50	.....	.....	63,275	2,279,286	16	20	20	20	54
Elmira State Line.....	116,716	2.41	2.41	.....	.....	80,546	845,150	22	25	25	28 to 30	50
Elmira and Williamsport.....	2,006,587	1.94	2.31	.....	.....	3,084,325	513,418	20 to 22	25	26 to 30	30 to 40	150
Erie.....	.....	.....	.....	1.00	.....	.....	.....	20 to 22	26 to 30	26 to 30	30 to 40	.....
Fonda, Johnstown and Gloversville.....	64,892	4.00	4.00	.....	.....	147,825	1,106,437	17	20	.....	.....	63
Geneva, Ithaca and Sayre.....	109,769	4.63	5.00	.....	.....	95,811	1,764,415	29.40	33	22.40	30	.....

TABLE D. 1 — (Continued).

NAME OF ROAD.	(40) Miles run by passenger trains.	(42) RATE OF FARE PER MILE CHARGED TO PASSENGERS.						(43) Number of passengers (all classes) carried in cars.	(44) Number of miles traveled by passengers, or carried en route.	(47) Average rate of speed adopted by ord. pass. trains, including stops (miles per hour).	(48) Rate of speed of same when in motion (miles per hour).	(49) Average rate of speed adopted by express (miles per hour).	(50) Rate of speed of same when in motion (miles per hour).	(51) Average weight in tons of pass. trains, exclusive of passengers and baggage.
		RATE OF FARE PER MILE CHARGED TO PASSENGERS.												
		1ST CLASS.		2D CLASS.		EMIGRANT.								
		Through.	Way.	Through.	Way.	Through.	Way.							
Greene	9,981	3.00	3.00	.....	.....	.....	.....	37,361	301,496	21	30	24	30	95
Greenwich and Johnsonville	17,328	1.25	3.25	.....	.....	.....	.....	11,794	207,113	22	25	.....	.....	.....
Hartford and Meriden	33,176	3.00	3.00	.....	.....	.....	.....	28,673	557,330	18	25	.....	.....	.....
Lake Champlain and Montpelier	.....	.....	.....	.....	.....	.....	.....	412	288	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern	2,341,065	2.00	3.00	2.00	2.00	2.00	1.00	2,711,012	133,973,139	25	31	30	35	175
Long Island	1,419,265	2.00	3.00	.....	.....	.....	.....	4,137,715	51,090,195	30	25	28	35	35
Marine	1,100	3.00	5.00	.....	.....	.....	.....	55,274	94,885	10	10	10	10	30
Middleburgh and Schenectady	16,728	3.00	3.00	.....	.....	.....	.....	9,118	45,300	12	15	12	15	20
Middletown and Crawford	8,228	3.00	3.00	3.00	3.00	3.00	3.00	18,459	139,209	15	20	.....	.....	25
Metropolitan Elevated	.....	.....	.....	.....	.....	.....	.....	4,230,348	.....	.....	.....	.....	.....	.....
Newburgh, Poughkeepsie and Connecticut	26,899	2.50	3.00	2.50	3.00	.....	.....	68,759	711,200	19	22	.....	.....	.....
New Jersey and New York	122,003	1.75	3.00	.....	.....	.....	.....	411,917	5,707,558	21	35	25	40	95
New York and Canada	171,822	2.25	4.00	.....	.....	.....	.....	101,344	4,178,198	21	28	30	33	110
New York Central and Hudson River	4,885,362	2.01	2.50	1.50	1.75	1.15	1.15	8,927,351	200,342,140	25	30	30	35	150
New York Elevated	.....	.....	.....	.....	.....	.....	.....	4,912,324	.....	.....	.....	.....	.....	.....
New York, Lake Erie and Western	1,026,139	1.74	2.20	.....	.....	.....	.....	1,816,085	51,174,439	20	25	25 to 30	30 to 40	150
New York and Manhattan Beach	16,107	.....	.....	.....	.....	.....	.....	1,606,571	17,372,480	20	25	25	30	47
New York, New Haven and Hartford	1,881,199	2.62	2.75	.....	.....	.....	.....	3,523,468	106,158,031	25	30	30	35	160
New York and Oswego Mohawk	357,836	3.00	3.00	.....	.....	.....	.....	201,457	3,573,076	15	25	.....	.....	75
Ogdensburg and Lake Champlain	154,851	1.50	3.75	1.50	.....	.....	.....	115,618	3,363,125	25	31	28	33	75
Olean, Bradford and Warren	12,028	3.00	3.00	3.00	3.00	.....	.....	91,713	676,595	15	18	15	18	30
Oswego and Syracuse	63,201	3.00	3.00	.....	.....	.....	.....	32,063	334,478	15	17	15	17	27
Port Jervis and Monticello	88,015	3.00	3.50	.....	.....	.....	.....	138,372	2,330,304	24	31	27	33	60
Poughkeepsie, Hartford and Boston	31,450	3.00	3.00	.....	.....	.....	.....	25,191	377,616	16	18	.....	.....	40
Poughkeepsie, Hartford and Boston	42,255	3.20	3.00	3.20	4.00	.....	.....	51,010	736,372	18	22	.....	.....	110
Rensselaer and Saratoga	415,088	2.85	3.20	.....	.....	.....	.....	1,132,363	19,381,513	24	28	30	33	110
Rhinbeck and Connecticut	50,212	3.00	3.00	13,367	139,039	14	18
Rochester and State Line	95,812	3.00	3.00	90,177	1,800,272	22	30	22	30	65

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[illegible]

Mixed trains.

TABLE D. 2.
BUSINESS OF THE YEAR — FREIGHT.

NAME OF ROAD.	(41) Miles run by freight trains.	(45) Number of tons of freight carried in cars.	(46) Total movement of freight, or number of tons carried one mile.	(51) Average rate of speed adopted by freight trains, in miles per hour.	(52) Rate of speed of trains when in motion (miles per hour).	(54) Average weight in tons of freight exclusive of freight.
Adirondack	333,914	16,150	433,545	14	18	328
Albany and Susquehanna	3,326,642	468,011	47,370,059	9	12	251
Atlantic and Great Western	3,326,642	2,047,146	37,792,471	10	16	45
Bath and Hammondsport	3,683,858	4,078	40,000	12	15	212
Boston and Albany	1,000	2,642,555	329,708,573	12	15	34
Brooklyn, Bath and Coney Island		1,510	8,845	12	15	
Brooklyn, Flatbush and Coney Island		433,616				
Buffalo Creek	14,490	31,519	1,475,710	10	15	303
Buffalo and Jamestown	75,073	138,227	9,554,156	12	15	303
Buffalo and Southwestern	377,777	781,385	60,192,763	10	12	280
Buffalo, New York and Philadelphia	52,190	153,486	4,930,338	8	12	178
Cayuga Southern	84,175	47,938	1,448,964	12	14	125
Cayuga and Susquehanna		7,075	99,000		12 to 14	170
Cazenovia, Canastota and DeKuyter	104,005	780,530	14,616,935	10		
Cazenovia		88,117	246,997			
Clove Branch		11,365	169,110			
Cooperstown and Susquehanna Valley	112,484	458,682	11,479,710	12	14	260
Corning, Cowanesque and Androm	285,081	330,673	20,125,653	10	12	240
Dunkirk, Allegheny Valley and Pittsburgh	250,320	563,459	23,243,907	10	13 to 14	170
Elmira, Jefferson and Canandaigua	172,863	602,158	16,048,754	11	13	225
Elmira State Line	428,073	765,670	6,273,231	10	12 to 14	170
Elmira and Williamsport	5,197,689	4,128,906	811,145,801	10	15	240
Erle	9,077	39,590	430,624		12	150
Fonda, Johnstown and Gloversville	918,271	501,833	22,431,008	9	12	160
Geneva, Ithaca and Sayre	13,705	166,405	1,326,896	9	14	200
Greene	35,960	10,677	128,124			
Greenwich and Johnsonville	35,960	41,910	1,676,400	12	16	50
Hamden Extension	28,049	246,257	1,876,224	7	8	425
Lake Champlain and Moriah	6,291,004	5,917,431	1,283,118,977	10	13	425
Lake Shore and Michigan Southern	196,685	254,590	7,392,620	10	13	
Lake Island						

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Middleburgh and Schoharie	4,000	15
Middletown and Newford	15,100	12
Northampton and Newburgh	45,000	110
Northampton and Connecticut	45,000	10
Newburgh and New York	118,700	230
New York Central and Hudson River	11,100,407	2,024,418
New York and Lake Erie and Western	34,480,975	415,418
New York and Manhattan Beach	13,567	10
New York and Monticello	10,740	13
New York and Oswego Midland	702,221	13,862
New York and Oswego Midland	61,523	45,564
Ogdensburg and Lake Champlain	807,008	17,701,850
Ogdensburg and Warren	14,025	21,534,067
Ogdensburg and Warren	37,676	207,710
Ogdensburg and Warren	292,498	828,872
Ogdensburg and Warren	14,584	9,703,218
Ogdensburg and Warren	18,617	277,440
Ogdensburg and Warren	580,413	30,840,822
Ogdensburg and Warren	68,103	9,085,343
Ogdensburg and Warren	134,776	12,124,622
Ogdensburg and Warren	27,773	314,067
Ogdensburg and Warren	370,966	24,967,413
Ogdensburg and Warren	16,300	51,500
Ogdensburg and Warren	8,121	48,725
Ogdensburg and Warren	16,163	65,567
Ogdensburg and Warren	40,071	37,143,966
Ogdensburg and Warren	31,270	21,671
Ogdensburg and Warren	4,570	943,883
Ogdensburg and Warren	743,657	56,896,883
Ogdensburg and Warren	4,139	14,584,319
Ogdensburg and Warren	263,438	14,584,319
Ogdensburg and Warren	563,967	21,576,224
Ogdensburg and Warren	108,697	1,367,867
Ogdensburg and Warren	182,628	6,367,225
Ogdensburg and Warren	182,628	11,457,725
Ogdensburg and Warren	76,230	1,456,873
Ogdensburg and Warren	88,130	4,526,423
Ogdensburg and Warren	981,773	10,186,420
Ogdensburg and Warren	84,036	1,085,277
Ogdensburg and Warren	20,911	1,085,277
Ogdensburg and Warren	88,320,573	5,807,260,813
Ogdensburg and Warren	384,480,975	384,480,975

* Included in passenger trains.

† Represents amount carried in State of New York — whole number of tons carried, 898,799.

TABLE D. 2.—(Continued).
(55) AMOUNT OF FREIGHT CLASSIFIED.

NAME OF ROAD.	The products of the forest.	The products of animals.	Vegetable food.	Other agricultural products.	Manufactures.	Merchandise.	Coal.	Other articles.	Total.
Adirondack.....	2,510	1,858	497	1,235	7,148	2,354	.....	653	16,180
Albany and Susquehanna.....	15,361	9,052	30,723	50,973	21,592	26,604	229,246	84,470	468,011
Atlantic and Great Western.....	119,703	145,199	240,861	88,852	231,703	164,074	704,911	932,043	2,617,148
Bath and Hammondsport.....	60	29	134	1,813	157	.....	.....	.....	4,078
Boston and Albany.....	150,000	30,000	163,000	107,000	180,000	580,000	384,000	1,168,555	2,612,555
Brooklyn, Flatbush and Long Island.....	.....	.....	700	.....	.....	750	60	.....	1,510
Buffalo Creek.....	.....	.....	.....	.....	.....	.....	285,035	133,580	438,616
Buffalo and Jamestown.....	3,049	1,845	8,408	171	4,460	1,574	10,976	1,036	31,519
Buffalo and Southwestern.....	11,882	4,575	5,615	886	7,975	8,351	92,407	6,506	138,227
Buffalo, New York and Philadelphia.....	100,732	18,409	26,061	240	13,108	85,940	316,015	189,379	731,395
Cayuga Southern.....	21,315	.....	.....	.....	.....	.....	134,171	.....	153,486
Cayuga and Susquehanna.....	3,461	1,149	4,615	963	1,159	1,770	32,010	2,242	47,308
Cazenovia, Canastota and De Ruyter.....	1,050	140	320	.....	.....	.....	1,425	1,040	7,075
Chemung.....	15,878	5,785	107,552	635	87,117	32,808	561,017	18,742	780,530
Cleve Branch.....	941	479	144	59	7,490	234	13,674	35,136	53,117
Cooperstown and Susquehanna Valley.....	753	429	1,522	2,227	877	1,613	2,863	1,081	11,365
Corning, Cayuga and Antrim.....	23,791	210	1,425	7,041	16,892	.....	410,323	.....	438,692
Dunkirk, Allegany Valley and Pittsburgh.....	29,444	873	6,728	3,012	4,751	5,535	111,401	177,909	330,673
Elmira, Jefferson and Canandaigua.....	15,133	5,629	108,050	.....	28,987	15,195	876,083	16,402	563,459
Elmira State Line.....	6,345	.....	7,152	.....	13,214	10,754	449,447	.....	562,158
Elmira and Williamsport.....	11,876	5,311	96,890	.....	46,214	30,626	550,158	24,635	755,670
Erie.....	128,895	294,412	740,727	95,516	170,643	404,658	1,848,157	345,967	4,128,906
Fonda, Johnstown and Gloversville.....	8,308	1,516	1,434	1,742	6,429	.....	12,568	1,072	30,590
Geneva, Ithaca and Sayre.....	118,193	.....	.....	.....	.....	.....	383,639	.....	501,852
Greene.....	4,714	3,355	19,123	.....	7,064	4,240	129,615	2,889	168,405
Greenwich and Johnsonville.....	145	.....	3,094	305	1,254	2,394	2,235	1,241	10,677
Hartford Extension.....	10,477	.....	.....	.....	5,239	5,987	6,740	13,467	41,910
Lake Champlain and Moriah.....	.....	.....	.....	.....	.....	244,910	1,317	.....	246,257
Lake Champlain and Michigan Southern.....	465,855	515,748	1,714,886	178,428	389,455	983,657	694,125	1,023,457	5,917,481
Lake Island.....	.....	.....	.....	.....	.....	.....	.....	.....	284,580
Middleburgh and Schoharie.....	57	.....	14	166	579	2,957	800	296	4,839
Middletown and Crawford.....	1,473	3,124	.....	733	197	.....	.....	671	6,842
Newburgh, Dutchess and Connecticut.....	3,535	7,853	2,463	2,085	11,090	4,565	37,593	41,716	110,505
New York and New York.....	5,782	1,129	8,256	2,343	7,871	8,263	17,105	4,436	80,186
New York and Canada.....	6,980	5,035	10,733	9,372	44,535	12,198	23,486	111,377	223,716
New York and Canada and Hudson River.....	415,565	1,024,071	2,628,190	597,348	812,882	542,595	872,436	802,815	7,695,413
New York, Lake Erie and Western.....	71,405	139,262	336,747	49,211	134,537	209,752	501,940	134,099	2,091,562
New York and Mahan Beach.....	.....	.....	.....	.....	.....	.....	.....	.....	10,740
New York, New Haven and Hartford.....	5,145	8,519	6,907	36,915	76,430	53,995	.....	90,434	127,259
New York and Oswego Midland.....	43,596	23,530	19,105	18,762	26,014	9,168	62,170	9,901	212,541

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Ogdensburg and Lake Champlain	74,389	11,113	10,103	12,944	32,333	5,243	12,944	3,917	1,739	16,039	2,543	1,739	3,917	1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	
Oneida, Bradford & Warren	5,790	61	119	3,783	10,402	1,000	3,783	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Ontario Southern	1,490	212	1,102	3,004	20,107	2,011	3,004	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	2,011	
Owego and Syracuse	7,550	1,800	504,167	2,011	11,500	10,402	11,500	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	10,402	
Port Jervis and Monticello	3,117	1,271	824	3,014	271	47,944	3,014	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	
Poughkeepsie, Hartford and Boston	3,117	1,271	824	3,014	271	47,944	3,014	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	271	
Rensselaer and Saratoga	20,050	16,700	1,303	10,315	106,041	75,310	106,041	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	75,310	
Rhinbeck and Connecticut	1,878	1,216	4,105	11,384	99,813	19,312	11,384	99,813	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	19,312	
Rochester and State Line	7,374	1,300	4,374	2,500	33,778	38,397	2,500	33,778	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	
Rome and Clinton	5,038	230	21,885	33,778	1,192	16,061	1,192	16,061	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	1,192	
Rome, Watertown and Ogdensburg	84,445	25,639	21,885	33,778	38,397	1,192	33,778	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	38,397	
Schoharie Valley	180	2,669	2,669	1,500	8,800	471	1,500	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800
Silver Lake	400	2,669	2,669	1,500	8,800	471	1,500	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800
Skaneateles	1,300	60	900	75	8,800	471	75	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800
Southern Central	22,430	100	150	75	8,800	471	75	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800	471	8,800
Southfield Branch	16,384	40,320	1,005	12,200	4,273	340,776	12,200	4,273	340,776	12,200	4,273	340,776	12,200	4,273	340,776	12,200	4,273	340,776	12,200	4,273	340,776	12,200	4,273	340,776	12,200	4,273	340,776	12,200	4,273	340,776	12,200	4,273
Sterling Mountain	40,310	67,446	2,901	24,361	38,194	567,636	24,361	38,194	567,636	24,361	38,194	567,636	24,361	38,194	567,636	24,361	38,194	567,636	24,361	38,194	567,636	24,361	38,194	567,636	24,361	38,194	567,636	24,361	38,194	567,636	24,361	38,194
Syracuse, Juncation and New York	15,964	10,215	5,037	2,671	8,499	281,284	2,671	8,499	281,284	2,671	8,499	281,284	2,671	8,499	281,284	2,671	8,499	281,284	2,671	8,499	281,284	2,671	8,499	281,284	2,671	8,499	281,284	2,671	8,499	281,284	2,671	8,499
Syracuse, Chenango and New York	12,831	5,037	7,810	4,200	8,499	281,284	4,200	8,499	281,284	4,200	8,499	281,284	4,200	8,499	281,284	4,200	8,499	281,284	4,200	8,499	281,284	4,200	8,499	281,284	4,200	8,499	281,284	4,200	8,499	281,284	4,200	8,499
Troy and Boston	49,808	86,617	192,065	88,256	116,808	60,803	88,256	116,808	60,803	88,256	116,808	60,803	88,256	116,808	60,803	88,256	116,808	60,803	88,256	116,808	60,803	88,256	116,808	60,803	88,256	116,808	60,803	88,256	116,808	60,803	88,256	116,808
Utica and Delaware	8,970	1,317	10,126	5,161	7,870	11,034	5,161	7,870	11,034	5,161	7,870	11,034	5,161	7,870	11,034	5,161	7,870	11,034	5,161	7,870	11,034	5,161	7,870	11,034	5,161	7,870	11,034	5,161	7,870	11,034	5,161	7,870
Utica and Black River	11,543	14,108	9,000	17,645	7,870	11,034	17,645	7,870	11,034	17,645	7,870	11,034	17,645	7,870	11,034	17,645	7,870	11,034	17,645	7,870	11,034	17,645	7,870	11,034	17,645	7,870	11,034	17,645	7,870	11,034	17,645	7,870
Utica, Chenango and Susquehanna Valley	8,683	12,825	6,560	9,373	7,870	11,034	9,373	7,870	11,034	9,373	7,870	11,034	9,373	7,870	11,034	9,373	7,870	11,034	9,373	7,870	11,034	9,373	7,870	11,034	9,373	7,870	11,034	9,373	7,870	11,034	9,373	7,870
Utica, Clinton and Binghamton	5,429	5,439	2,538	3,487	2,616	82,236	3,487	2,616	82,236	3,487	2,616	82,236	3,487	2,616	82,236	3,487	2,616	82,236	3,487	2,616	82,236	3,487	2,616	82,236	3,487	2,616	82,236	3,487	2,616	82,236	3,487	2,616
Utica, Ithaca and Elmira	18,080	7,134	234	6,825	1,875	42,836	6,825	1,875	42,836	6,825	1,875	42,836	6,825	1,875	42,836	6,825	1,875	42,836	6,825	1,875	42,836	6,825	1,875	42,836	6,825	1,875	42,836	6,825	1,875	42,836	6,825	1,875
Valley	6,661	75,025	4,171	26,635	49,455	748,884	26,635	49,455	748,884	26,635	49,455	748,884	26,635	49,455	748,884	26,635	49,455	748,884	26,635	49,455	748,884	26,635	49,455	748,884	26,635	49,455	748,884	26,635	49,455	748,884	26,635	49,455
Walkill Valley	2,904	109	9,346	25,000	2,964	9,731	25,000	2,964	9,731	25,000	2,964	9,731	25,000	2,964	9,731	25,000	2,964	9,731	25,000	2,964	9,731	25,000	2,964	9,731	25,000	2,964	9,731	25,000	2,964	9,731	25,000	2,964
Warwick Valley	2,479	1,215	209	2,960	2,964	3,240	2,960	2,964	3,240	2,960	2,964	3,240	2,960	2,964	3,240	2,960	2,964	3,240	2,960	2,964	3,240	2,960	2,964	3,240	2,960	2,964	3,240	2,960	2,964	3,240	2,960	2,964
	2,277,617	6,815,738	1,617,987	2,738,366	3,863,857	12,280,513	2,738,366	3,863,857	12,280,513	2,738,366	3,863,857	12,280,513	2,738,366	3,863,857	12,280,513	2,738,366	3,863,857	12,280,513	2,738,366	3,863,857	12,280,513	2,738,366	3,863,857	12,280,513	2,738,366	3,863,857	12,280,513	2,738,366	3,863,857	12,280,513	2,738,366	3,863,857

† In State of New York.

• Not classified.

a In preceding.

TABLE E.
COST OF MAINTENANCE OF ROADWAY—ALLOTTED TO PASSENGER AND FREIGHT BUSINESS.

NAME OF ROAD.	(56)			(58)		
	Repairs of road-bed and way, except iron allotted to			Cost of iron for repairs. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$11,833 20	\$11,833 20	\$23,666 40	.....	.....	.....
Albany and Susquehanna.....	49,679 84	60,781 24	110,461 08	.....	.....	.....
Atlantic and Great Western.....	68,737 96	525,522 83	594,260 81	\$11,774 86	\$21,129 64	\$32,904 50
Bath and Hammond.....	.....	350 00	780 00	18,139 13	156,688 04	173,817 17
Boston and Albany.....	172,245 17	453,503 98	625,749 15	.....	.....	.....
Brooklyn, Bath and Coney Island.....	7,519 59	.....	7,519 59	20,119 82	52,984 68	73,104 50
Brooklyn, Flatbush and Coney Island.....	5,357 88	.....	5,357 88	.....	.....	.....
Brooklyn and Rockaway Beach.....	9,047 49	.....	9,047 49	.....	.....	.....
Buffalo, Curry and Pittsburgh.....	1,032 01	.....	1,032 01	.....	.....	.....
Buffalo Creek.....	5,890 11	.....	5,890 11	.....	.....	.....
Buffalo and Jamestown.....	8,113 26	4,762 43	12,875 69	.....	.....	.....
Buffalo and Southwestern.....	9,149 41	11,806 48	20,955 89	1,017 48	1,556 47	2,573 95
Buffalo, New York and Philadelphia.....	91,432 21	61,265 69	152,697 90	929 80	386 40	1,316 20
Cayuga Southern.....	13,925 63	21,864 97	35,790 60	14,091 88	44,874 16	58,965 54
Cazenovia and Susquehanna.....	7,064 84	7,159 27	14,224 11	.....	.....	.....
Cazenovia, Canastota and De Ruyter.....	8,987 78	3,937 70	12,925 48	3,860 00	.....	3,860 00
Chemung.....	7,041 73	21,136 16	28,177 89	.....	.....	.....
Clove Branch.....	1,182 50	3,631 43	4,813 93	1,840 82	4,022 48	5,863 30
Cooperstown and Susquehanna Valley.....	2,798 43	9,708 43	12,506 86	.....	.....	.....
Corning, Cayuga and Androm.....	2,900 64	45,996 96	48,897 60	.....	.....	.....
Dunkirk, Allegany Valley and Pittsburgh.....	82,942 35	68,887 75	151,830 10	1,652 75	14,974 84	16,627 59
Elmira, Jefferson and Canadawaga.....	10,874 31	32,623 41	43,497 72	12,824 48	24,560 62	37,384 36
Elmira State Line.....	16,794 80	15,723 41	32,518 21	4,066 70	12,190 11	16,256 81
Elmira and Williamport.....	227,445 34	681,586 28	909,031 62	.....	.....	.....
Erie.....	227,445 34	681,586 28	909,031 62	614 52	1,842 07	2,456 59
Fonda, Johnstown and Gloversville.....	5,585 02	3,810 54	9,395 56	73,596 67	220,076 01	293,672 68
Geneva, Ithaca and Sayre.....	1,231 51	56,822 91	57,054 42	1,231 04	863 79	2,094 83
Greene.....	2,917 00	2,965 03	5,882 03	6,315 16	25,360 64	31,675 80
Greene and Johnsonville.....	16,181 33	10,181 34	26,362 67	590 00	1,180 00	1,770 00
Hadron Extension.....	.....	10,181 34	10,181 34	466 35	.....	466 35
Lake Champlain and Moriah.....	336,114 57	7,364 90	343,479 47	.....	.....	.....
Lake Shore and Mettigan Southern.....	84,507 38	82,301 25	166,808 63	.....	.....	.....
Long Island.....	907 50	84,507 38	85,414 88	126,878 61	847 23	817 23
Metropolitan and Schenectady.....	1,856 93	967 50	2,824 43	315,530 40	.....	315,530 40
Metropolitan Elevated.....	967 50	967 50	1,012 97	1,012 97
Metropolitan Elevated.....	967 50	967 50

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Middletown and Crawford.....	1,001 12	1,514 97	9,519 99	615 96	261 41	111 12
Newburgh, Dutchess and Connecticut.....	10,491 06	1,514 97	96,810 40	96,145 72	224,459 45	822,405 60
New Jersey and New York.....	49,143 09	8,416 31	1,375 25	1,375 25	18,411 78	107,892 38
New York Central and Hudson River.....	114,183 09	930,110 39	4,091 81	89,470 60	9,000 45	27,181 46
New York Elevated.....	114,183 09	354,340 63	5,464 04	18,150 07	4,439 45	7,532 44
New York, Lake Erie and Western.....	3,170 04	26,692 04	170,048 13	2,032 08	23,107 77	96,639 23
New York and Manhattan Beach.....	118,804 09	26,692 04	194,333 00	5,441 45	12,800 00	20,600 00
New York and New Haven Railroad.....	16,037 37	72,208 71	8,419 01	8,200 00	1,700 14	5,100 44
New York and Oswego Midland.....	4,709 00	7,028 31	10,539 45	8,400 80	17,160 44	35,773 16
Ortlandburgh and Lake Champlain.....	3,513 14	19,359 94	6,446 28	18,612 72	.....	.....
Ontario Southern.....	12,438 64	5,035 83	16,530 76	.....	.....	.....
Port Jervis and Monticello.....	8,410 99	5,528 92	197,247 31	.....	.....	.....
Poughkeepsie, Hartford and Boston.....	11,053 84	95,981 98	13,236 31	.....	.....	.....
Rensselaer and Saratoga.....	680 16	13,396 15	97,801 06	.....	.....	.....
Rhinocler and Connecticut.....	6,963 14	20,896 44	6,456 72	.....	.....	.....
Rochester and State Line.....	9,163 35	4,301 38	183,142 56	13,063 10	94,130 21	30,189 31
Rome, Watertown and Ogdensburg.....	61,047 52	124,693 04	1,924 30	197 50	187 50	393 00
Schoharie Valley.....	843 09	443 11	1,053 63	.....	.....	.....
Silver Lake.....	1,453 81	1,453 81	2,907 92	123 39	132 39	244 78
Skaneateles.....	24,423 00	43,816 00	72,999 00	6,530 07	13,080 13	10,590 20
Southern Central.....	.....	217 18	5,735 78	.....	.....	.....
Southfield Branch.....	.....	.....	5,186 14	.....	.....	.....
Staten Island.....	5,735 78	.....	81,625 43	.....	1,080 16	1,080 16
Sterling Mountain.....	30,823 52	61,331 91	17,010 80	5,125 00	15,375 00	30,500 00
Syracuse, Binghamton and New York.....	8,069 10	8,069 10	48,767 14	9,891 28	2,681 29	5,582 57
Syracuse, Chenango and New York.....	4,578 70	43,800 44	98,986 53	.....	.....	.....
Syracuse, Geneva and Corning.....	10,746 88	17,877 55	32,623 37	4,744 14	7,740 45	12,484 59
Troy and Boston.....	10,841 09	21,629 18	51,619 06	4 79	9 58	14 37
Utica and Delaware.....	21,570 66	20,510 20	45,580 45	4,166 13	5,897 06	10,052 24
Utica and Black River.....	19,772 83	28,307 20	17,217 85	8,615 00	12,615 00	21,280 00
Utica, Chenango and Susquehanna Valley.....	8,608 97	2,066 98	17,217 85	.....	.....	.....
Utica, Clinton and Binghamton.....	26,139 09	13,098 84	38,539 63	4,253 39	9,136 69	6,380 08
Utica, Ithaca and Elmira.....	965 11	8,396 32	18,553 69	880 00	7,880 00	8,300 00
Valley.....	5,421 52	8,132 25	6,109 69	.....	.....	.....
Wallkill Valley.....	3,051 99	.....	.....	.....	.....	.....
Warwick Valley.....	.....	.....	.....	.....	.....	.....
Total.....	\$2,274,836 30	\$5,169,013 32	\$7,442,848 62	\$352,083 99	\$1,405,304 43	\$1,927,338 42

TABLE E — (Continued).

NAME OF ROAD.	(59)			(60)		
	Repairs of buildings. Allotted to			Repairs of fences and gates. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$90 82	\$96 82	\$193 64	\$496 23	\$488 22	\$9872 44
Albany and Susquehanna.....	3,338 75	4,181 78	7,500 53	2,949 29	2,436 17	6,385 46
Atlantic and Great Western.....	10,284 14	34,801 95	45,086 09	4,969 29	15,968 37	20,937 66
Bath and Hammondsport.....	3 50	2	5 50	10 00	10 00	20 00
Boston and Albany.....	58,633 11	154,407 76	213,040 87	2,466 06	6,467 93	8,933 99
Brooklyn, Bath and Coney Island.....	200 00	.....	200 00	a	.....	a
Brooklyn and Rockaway Beach.....	185 29	.....	185 29	.....	.....	.....
Buffalo, Corry and Pittsburgh.....	.....	.....	.....	.....	.....	.....
Buffalo Creek.....	.....	69 95	69 95	.....	.....	.....
Buffalo and Jamestown.....	636 03	957 66	1,593 69	418 19	639 71	1,057 90
Buffalo and Southwestern.....	135 65	174 84	310 49	184 12	172 87	356 99
Buffalo, New York and Philadelphia.....	498 33	1,404 99	1,903 32	153 08	460 76	614 34
Cayuga and Susquehanna.....	15 27	.....	15 27	9 57	370 00	379 57
Cazenovia, Canastota and De Ruyter.....	.....	.....	.....	2 34	3 33	4 67
Chemung.....	33 40	492 57	545 97	111 15	333 43	444 58
Clove Branch.....	9 64	183 27	192 91	8 69	165 17	173 86
Coeperstown and Susquehanna Valley.....	63 24	63 25	124 49	.....	.....	.....
Dunkirk, Allegany Valley and Pittsburgh.....	28 75	57 51	86 26	163 03	326 06	489 09
Elmira, Jefferson and Canandaigua.....	308 75	1,227 50	1,536 25	607 94	1,923 89	2,431 76
Elmira State Line.....	350 94	350 94	701 88	183 50	182 50	366 00
Elmira and Williamsport.....	30 21	109 52	139 73	108 57	325 72	434 29
Erie.....	40,293 72	47,853 78	88,157 50	4,895 13	14,085 39	18,980 52
Fonda, Johnstown and Gloversville.....	218 35	218 35	436 70	150 00	147 28	297 28
Geneva, Rhaca and Sayre.....	325 77	1,903 06	2,228 83	148 23	662 94	811 17
Greene.....	76 62	13 81	89 83	23 66	.....	23 66
Greenwich and Johnsonville.....	138 87	138 87	277 74	24 89	24 40	49 29
Harlem Extension.....	47 70	.....	47 70	223 39	233 39	456 78
Lake Champlain and Moriah.....	.....	102 58	102 58	.....	.....	.....
Lake Shore and Michigan Southern.....	48,362 80	118,258 39	166,561 39	6,980 36	13,981 60	19,961 96
Long Island.....	50 00	53 00	103 00	b	b	b
Middleburgh and Schoharie.....	25 06	25 82	50 88	12 50	12 50	25 00
Middletown and Crawford.....	256 29	768 94	1,025 23	9 34	15 53	24 87
Newburgh, Dutchess and Connecticut.....	280 97	96 66	380 63	201 72	606 20	806 92
New Jersey and New York.....	70,502 11	137,124 38	207,626 49	59 67	19 89	79 56
New York Central and Hudson River.....	14,929 82	19,147 83	34,077 65	13,328 83	20,666 30	42,994 63
New York, Lake Erie and Western.....	13 48	1 40	15 88	2,733 87	8,215 40	10,953 87
New York and Manhattan Beach.....	6,908 76	6,908 76	88 65	8 06	96 70
New York, New Haven and Hartford.....	34,543 80	41,452 56	3,831 11	766 22	4,597 33

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New York and Oswego Midland	424 03	1,067 85	1,069 80	880 25	1,443 85	4,115 07
Ogdensburg and Lake Champlain	3,180 93	9,054 17	11,177 06	2,264 45	1,101 05	5,502 10
Orlean, Bradford and Warren .....	.....	.....	.....	101 06	.....	.....
Ottawa Southern .....	.....	.....	.....	.....	1,604 06	373 83
Oswego and Syracuse	55 55	111 12	3,790 01	706 54	134 01	9,357 42
Port Jervis and Manlius	1,643 74	1,118 87	9,090 01	.....	4,010 58	2 00
Poughkeepsie, Hartford and Boston	51 00	10 09	893 78	110 39	2 42	614 34
Poughkeepsie, Hartford and Boston	201 89	100 01	9,090 03	4,080 85	386 70	21 04
Rensselaer and Saratoga	5,906 78	3,783 30	9,136 36	199 16	90 80	4,236 08
Rhinebeck and Connecticut	8 82	117 54	3,409 12	199 58	2,844 04	103 23
Richester and State Line	602 28	1,800 84	3,151 73	1,412 02	51 62	.....
Rome and Clinton	135 78	15 90	15,315 74	61 01	.....	539 33
Rome, Watertown and Ogdensburg	10,877 16	5,438 58	13 67	.....	373 90	579 63
Saratoga Valley	46 83	45 84	40 03	180 45	.....	.....
Schenectady	203 62	40 03	880 86	579 03	.....	.....
Southern Central	1,228 89	957 24	1,228 89	.....	.....	.....
Station Island .....	.....	356 23	1,856 23	318 31	318 31	686 63
Sterling Mountain	9,443 50	1,047 82	10,491 43	489 10	483 85	923 95
Syracuse, Binghamton and New York	268 40	387 49	535 59	661 10	1,078 66	1,739 75
Syracuse, Chenango and New York	1,572 67	2,505 94	4,138 61	208 31	416 63	624 94
Troy and Boston	332 95	705 90	1,068 85	.....	1,915 34	3,203 49
Utica and Delaware	1,923 10	1,890 84	3,123 44	1,333 15	284 01	.....
Utica and Black River	912 31	165 75	1,078 06	.....	29 26	58 51
Utica, Chenango and Susquehanna Valley	362 06	42 57	404 63	366 55	183 28	549 83
Utica, Clinton and Binghamton	568 87	283 18	849 55	33 43	33 43	66 88
Utica, Ithaca and Elmira	703 43	781 23	1,494 65	29 24	43 90	75 74
Valley	71 22	116 85	1,178 07	135 00	135 00	.....
Wallkill Valley .....	.....	100 00	200 00	.....	.....	.....
Warwick Valley	100 00	.....	.....	.....	.....	.....
	\$324,460 57	\$562,113 54	\$906,574 11	\$356,526 89	\$115,402 44	\$171,928 33

a In preceding.

b In item 56.

TABLE E — (Continued).

NAME OF ROAD.	(59)			(60)		
	Repairs of buildings. Allotted to			Repairs of fences and gates. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$66 82	\$36 82	\$103 64	\$486 22	\$486 22	\$972 44
Albany and Susquehanna.....	3,338 75	4,161 78	7,500 53	2,949 29	3,436 17	6,385 46
Atlantic and Great Western.....	10,284 14	34,301 85	45,086 09	4,969 29	15,866 37	20,775 66
Bath and Hammondport.....	2 50	2 50	5 00	10 00	10 00	20 00
Boston and Albany.....	58,633 11	154,407 76	213,040 87	2,456 06	6,467 93	8,923 99
Brooklyn, Bath and Coney Island.....	200 00	.....	200 00	a	.....	a
Brooklyn and Rockaway Beach.....	185 29	.....	185 29	.....	.....	.....
Buffalo Creek.....	.....	69 05	69 05	.....	.....	.....
Buffalo and Jamestown.....	626 03	957 66	1,583 69	418 19	638 71	1,057 90
Buffalo and Southwestern.....	135 65	174 84	310 49	184 12	172 87	356 99
Buffalo, New York and Philadelphia.....	498 33	1,494 99	1,993 33	153 58	460 76	614 34
Cayuga and Susquehanna.....	15 27	10 19	25 46	9 57	370 00	379 57
Cazenovia, Canastota and De Ruyter.....	.....	.....	.....	2 34	2 33	4 67
Chemung.....	33 40	452 57	545 97	111 15	333 43	444 58
Clove Branch.....	9 64	185 27	194 91	8 69	165 17	173 86
Cooperstown and Susquehanna Valley.....	63 24	62 25	125 49	.....	.....	.....
Dunkirk, Allegheny Valley and Pittsburgh.....	28 75	57 61	86 36	163 03	326 06	489 09
Elmira, Johnson and Canandaigua.....	398 70	1,227 50	1,626 25	697 94	1,823 82	2,431 76
Elmira State Line.....	359 94	550 91	910 85	182 50	182 50	365 00
Elmira and Williamsport.....	39 21	109 53	139 73	182 57	325 72	434 29
Erle.....	40,294 72	47,855 78	88,150 50	4,665 13	14,085 39	18,750 52
Fonda, Johnstown and Gloversville.....	218 35	218 35	436 70	130 00	147 28	277 28
Geneva, Ilwaco and Sayre.....	325 77	1,493 05	1,818 83	148 23	592 94	741 17
Greene.....	76 62	13 81	89 83	25 66	.....	25 66
Greenwich and Johnsonville.....	128 67	138 87	267 54	24 39	24 40	48 79
Harlem Extension.....	47 70	47 70	95 40	223 39	223 39	446 78
Lake Champlain and Moriah.....	.....	102 58	102 58	.....	.....	.....
Lake Shore and Michigan Southern.....	48,324 80	118,258 50	166,583 39	5,690 56	13,931 60	19,621 96
Long Island.....	b	b	b	b	b	b
Middleburgh and Schoharie.....	56 00	53 00	109 00	12 50	19 50	32 00
Middleburgh and Crawford.....	28 66	25 82	54 48	15 53	15 53	31 06
Newburgh, Dutchess and Connecticut.....	252 20	768 91	1,021 11	291 72	603 29	895 01
New York Central and Hudson River.....	289 97	96 66	386 63	50 67	19 89	70 56
New York, Lake Erie and Western.....	79,592 11	357,324 84	436,916 95	13,358 33	29,424 30	42,782 63
New York and Manhattan Beach.....	14,929 42	19,117 88	34,047 30	2,738 47	8,215 40	10,953 87
New York, New Haven and Hartford.....	15 48	1 40	16 88	8 65	8 65	17 30
	34,345 80	6,608 76	41,452 56	3,831 11	700 22	4,531 33

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New York and Ontario Midland	624 99	1,037 89	1,092 90	230 38	408 16	900 87
Ogdensburg and Lake Champlain	3,120 52	0,031 17	11,177 10	804 40	1,144 85	1,402 10
Glenn, Bradford and Warren						
Ontario Southern						
DeWitt and Syracuse	60 50	111 12	2,782 01	708 54	1,004 04	1,711 53
Port Jervis and Monticello	51 00	1,114 67	61 00			
Poughkeepsie, Hartford and Boston	201 82	10 00	802 73	249 27	134 01	373 93
Remond and Saratoga	5,900 76	150 81	0,080 06	4,060 85	4,610 58	9,567 43
Rensselaer and Connecticut	8 82	3,117 54	130 80	18	2 42	2 00
Rochester and State Line	602 28	1,803 84	2,400 13	129 58	388 78	514 34
Rome and Clinton	135 78	15 85	2,101 73	1 14	30 80	21 94
Salisbury and Watertown	10,877 16	5,438 53	16,315 74	1,412 03	2,834 00	4,205 04
Schenectady Valley	48 83	43 84	93 67	51 61	51 62	103 23
Skaneateles		40 03				
Southern Central	293 63	587 24	880 86	180 45	872 90	509 35
Station Island	1,228 89		1,228 89	579 63		579 63
Sterling Mountain						
Syracuse, Binghamton and New York	9,443 50	355 23	356 23			
Syracuse, Chenango and New York	298 40	1,047 93	10,491 43	318 31	318 33	636 83
Troy and Boston	1,572 67	967 49	535 59	469 10	433 85	922 95
Utster and Delaware	353 95	9,505 94	4,138 61	661 10	1,078 65	1,730 75
Utica and Black River	1,293 10	7,005 90	1,058 85	208 31	416 63	624 94
Utica, Chenango and Susquehanna Valley	912 31	1,890 34	8,123 44	1,353 15	1,915 34	3,204 19
Utica, Clinton and Binghamton	363 05	165 75	1,078 06		284 01	94 01
Utica, Ithaca and Elmira	566 87	42 87	404 63	59 25	59 26	68 51
Valley	703 43	283 18	849 55	366 55	183 28	549 33
Wallkill Valley	71 23	781 23	1,494 65	33 43	33 43	66 98
Warwick Valley	100 00	1,6 85	1,178 07	29 24	43 90	73 14
		100 00	200 00	135 00	125 00	250 00
	\$324,460 57	\$552,113 54	\$906,574 11	\$256,526 89	\$115,402 44	\$171,928 33

a In preceding.

b In item 56.

TABLE E — (Continued).

NAME OF ROAD.	(61)			(62)		
	Taxes on real estate. Allotted to			Total. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack	\$1,424 88	\$1,424 88	\$2,849 77	\$13,841 22	\$13,811 23	\$27,652 45
Albany and Susquehanna	12,843 90	16,874 47	29,718 37	79,986 64	103,353 90	186,349 94
Atlantic and Great Western	21,555 45	72,944 55	94,500 00	123,616 00	904,823 73	928,439 73
Bath and Hammondsport	169 00	169 00	338 00	571 50	571 50	1,143 00
Boston and Albany	78,891 73	207,757 83	286,649 65	333,345 88	873,122 23	1,207,468 16
Brooklyn, Bath and Coney Island	349 99	.....	349 99	9,021 98	.....	9,021 98
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	3,357 88	.....	3,357 88
Brooklyn and Rockaway Beach .....	.....	.....	.....	4,922 88	.....	4,922 88
Buffalo, Corry and Pittsburgh	470 19	.....	470 19	1,032 01	.....	1,032 01
Buffalo Creek .....	.....	6,682 33	6,682 33	.....	11,132 89	11,132 89
Buffalo and Jamestown	716 79	1,096 48	1,813 37	5,891 75	9,012 75	14,904 50
Buffalo and Southwestern	8,065 56	6,111 04	9,076 60	13,695 57	17,651 53	31,347 30
Buffalo, New York and Philadelphia	7,072 20	21,216 62	28,288 82	44,137 70	132,413 15	176,550 85
Cayuga Southern	1,283 15	2,115 13	3,398 28	14,608 78	23,979 40	38,488 18
Cayuga and Susquehanna	2,357 50	2,163 55	4,431 05	13,197 18	13,523 01	26,720 19
Cazenovia, Canastota and De Ruyter	217 17	217 17	434 33	4,157 29	4,157 29	8,314 57
Chemung	1,851 69	6,555 07	7,406 76	10,438 79	31,428 74	41,927 53
Clove Branch	791 89	882 05	1,673 94	196 99	4,771 76	4,968 75
Cooperstown and Susquehanna Valley	472 13	472 14	944 37	2,831 34	2,831 35	5,662 69
Corning, Cowanesque and Anturim	504 82	4,543 44	5,048 26	7,838 21	66,224 23	73,582 34
Dunkirk, Allegheny Valley and Pittsburgh	3,555 38	7,211 07	10,766 45	48,989 97	96,043 81	147,013 28
Elmira, Jefferson and Canandaigua	1,173 64	3,520 92	4,694 56	17,081 34	51,485 36	68,566 60
Elmira State Line	837 99	338 00	4,675 99	20,696 24	20,696 24	41,392 48
Elmira and Williamsport	102 53	307 56	410 08	3,301 05	9,922 05	13,223 10
Erie	49,357 78	146,897 08	196,154 86	385,063 64	1,110,436 84	1,505,502 48
Fonda, Johnstown and Gloversville	1,464 19	1,735 80	3,199 99	8,632 41	6,336 16	15,468 57
Geneva, Ithaca and Sayre .....	.....	6,856 77	7,330 95	21,315 15	6,431 18	27,746 33
Greene	252 84	1,671 34	1,671 34	1,921 19	1,336 33	3,257 47
Greenwich and Johnsonville	707 50	292 85	505 69	11,109 92	3,906 00	15,015 92
Harlem Extension	139,483 50	2,130 59	1,415 00	11,109 83	7,600 12	22,219 85
Lake Champlain and Moriah	20,298 37	841,491 61	2,130 59	10,445 30	11,069 83	22,219 85
Lake Shore and Michigan Southern .....	.....	20,298 37	490,974 14	638,463 84	1,612,113 48	2,270,583 32
Long Island .....	.....	.....	40,596 74	103,518 73	106,318 73	211,037 45
Marine	162 85	162 85	325 71	.....	.....	75 00
Middleburgh and Schoharie	117 63	117 63	235 06	1,192 85	1,192 85	2,385 71
Middletown and Crawford	162 85	117 63	235 06	1,156 05	1,677 45	2,833 50
Metropolitan Elevated	1,036 13	3,108 61	4,144 74	1,966 93	1,966 93
Newburgh, Dutchess and Connecticut	7,415 82	24,871 57	32,287 39

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New Jersey and New York	1,000 00	587 44	13,400 00	4,404 01	17,400 40
New York Central and Hudson River	2,000 00	637,000 00	100,000 00	1,000,000 00	9,070,000 00
New York, Lake Erie and Western	2,000 00	37,000 00	91,100 00	638,170 00	21,100 00
New York and Manhattan Beach	12,000 00	37,000 00	184,011 00	638,170 00	720,700 00
New York, New Haven and Hartford	10,000 00	75,013 00	3,200 00	140,000 00	17,000 00
New York and Oswego Mohawk	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Ogdensburg and Lake Champlain	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Olean, Bradford and Warren	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Ontario and Syracuse	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Port Jervis and Monticello	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Poughkeepsie, Hartford and Boston	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Rensselaer and Saratoga	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Rhinebeck and Connecticut	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Rochester and State Line	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Rome and Clinton	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Rome, Watertown and Ogdensburg	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Schoharie Valley	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Silver Lake	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Skaneateles	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Southern Central	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Southern Branch	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Staten Island	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Sterling Mountain	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Syracuse, Binghamton and New York	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Syracuse, Chenango and New York	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Syracuse, Geneva and Corning	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Troy and Boston	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Utter and Delaware	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Utica and Black River	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Utica, Chenango and Susquehanna Valley	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Utica, Clinton and Binghamton	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Utica, Ithaca and Elmira	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Valley	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Wallkill Valley	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Warwick Valley	10,000 00	75,013 00	391,000 00	140,000 00	17,000 00
Total	\$975,685 17	\$1,800,502 99	\$2,866,278 16	\$9,162,425 73	\$13,346,027 04

TABLE F.
COST OF REPAIRS OF MACHINERY.

NAME OF ROAD.	Repairs of engines. Allotted to			Repairs of cars. Allotted to		
	(64)			(66 and 68)		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack	\$1,427 72	\$1,427 73	\$2,855 45	\$987 02	\$1,816 53	\$2,773 55
Albany and Susquehanna	13,169 78	16,514 61	29,674 39	18,353 42	61,116 24	73,469 66
Atlantic and Great Western	56,269 01	184,427 97	243,679 98	60,139 01	220,240 25	280,379 26
Bath and Hammondsport	82,224 00	224 00	82,448 00	85 00	25 00	110 00
Boston and Albany	\$2,751 60	217,925 76	300,674 36	\$8,916 99	408,510 98	490,427 97
Brooklyn, Bath and Coney Island	5,898 04	.....	5,898 04	a	.....	a
Brooklyn, Flatbush and Coney Island	1,689 55	.....	1,689 55	2,319 15	.....	2,348 30
Brooklyn and Rockaway Beach	827 46	.....	827 46	135 00	.....	372 83
Buffalo, Corry and Pittsburgh	7,939 14	.....	15,878 28	7,000 18	.....	14,180 37
Buffalo Creek .....	.....	7,939 14	7,939 14	.....	.....	7,939 14
Buffalo and Jamestown .....	.....	1,927 18	1,927 18	.....	.....	209 25
Buffalo and Southwestern .....	.....	1,917 11	1,917 11	.....	.....	2,207 89
Buffalo, New York and Philadelphia	4,516 16	5,819 88	10,334 54	645 40	1,562 49	2,207 89
Cayuga Southern	4,311 94	12,825 84	17,247 78	2,519 28	7,443 68	9,963 90
Cayuga and Susquehanna	1,637 23	2,896 97	4,334 20	418 83	22,866 48	27,136 90
Cazenovia, Canastota and De Ruyter	988 22	1,636 54	2,604 76	653 34	1,379 04	1,797 87
Chemung	391 52	7,883 04	7,883 04	137 08	1,801 11	2,864 45
Chester, Canastota and De Ruyter	1,927 57	7,286 69	9,214 26	137 99	127 08	254 16
Clove Branch	25 50	464 70	510 90	.....	744 09	745 08
Coopers Branch and Susquehanna Valley	213 64	213 64	427 28	.....	497 68	497 68
Cortland, Cattsburgh and Androm	3,604 32	82,439 01	86,043 33	1,017 99	.....	1,017 99
Dunkirk, Allegany Valley and Pittsburgh	4,017 89	10,927 96	14,945 64	4,124 27	57,118 47	61,243 74
Dunkirk, Jefferson and Canandaigua	3,209 73	14,453 43	17,662 15	4,618 14	10,791 81	15,389 95
Elmira State Line	8,091 75	8,091 74	16,183 49	83 13	97,980 74	83 29
Elmira and Williamsport	523 87	3,787 01	3,787 01	986 89	97,980 74	98 69
Erie	117,740 81	519,745 28	637,486 07	4 10	191 49	195 69
Fonda, Johnstown and Gloversville	4,111 08	1,653 32	5,769 40	115,649 16	444,561 03	560,310 19
Geneva, Ithaca and Sayre	4,063 45	16,263 83	20,317 27	289 25	479 51	761 76
Greene	266 02	247 09	513 11	8,985 53	11,666 33	20,261 98
Greenwich and Johnsonville	12 38	92 09	104 47	427 20	168 90	586 16
Harlem Extension	4,616 58	4,616 59	9,233 17	.....	.....	52 11
Lake Champlain and Moriah	2,684 77	2,684 77	5,369 54	283 22	.....	283 22
Lake Shore and Michigan Southern	64,504 25	308,089 67	372,593 92	.....	1,400 67	1,400 67
Long Island	80 10	64,804 26	139,608 51	26,900 00	654,429 51	681,329 51
Marine	80 10	a	a
Middleburgh and Schoharie	112 50	112 50	225 00	2 90	2 90

RAILROAD REPORT.

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1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	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as In Preceding.

Embsater and Stato Lind	133 81	377 44	603 95	47 08	141 25	109 51
Booni, Watertown and Ogdensburg	1,865 35	3,700 50	5,065 75	92 74	33 74	45 44
Schoharie Valley	475 00		475 00			8,081 79
Station Island	598 40		2,803 80	1,700 00	1,271 78	8,297 19
Syracuse, Highamton and New York	650 00	1,705 30	2,803 80	1,100 00	1,100 00	4,404 34
Tyone, Chenango and New York	104 55	100 00	901 55	1,662 61	2,781 70	4,031 41
Ulster and Schoharie	1,235 64	2,616 36	3,253 26	217 14	431 30	1,947 60
Ulster and Delaware	516 75	1,033 51	1,530 26	805 10	1,140 99	483 06
Ulster and Black River	149 58	211 72	301 30	839 36	113 60	
Ulster, Chenango and Susquehanna Valley	280 40	81 40	381 80			
Ulster, Otsego and Elmira	647 43	323 71	971 14			1,103 83
Valley	107 19	331 60	438 79	361 73	892 11	
	\$63,503 73	\$145,704 10	\$306,597 83	\$125,414 06	\$397,193 17	\$492,598 73

a In preceding.

TABLE F — (Continued).

NAME OF ROAD.	(72)		
	Total. Allotted to	Freight transportation.	Total.
PASSENGER transportation.			
Adirondack.....	\$2,492 82	\$3,322 36	\$5,785 17
Albany and Susquehanna.....	25,512 20	77,699 85	103,143 05
Atlantic and Great Western.....	140,280 76	488,114 36	628,395 32
Bath and Hammondsport.....	329 00	284 00	613 00
Boston and Albany.....	179,982 81	618,685 60	828,668 61
Brooklyn, Bath and Coney Island.....	5,898 04	.....	5,898 04
Brooklyn, Flatbush and Coney Island.....	3,471 70	27 15	3,398 85
Brooklyn and Rockaway Beach.....	746 42	.....	746 42
Buffalo, Corry and Pittsburgh.....	15,029 32	15,029 32	30,058 65
Buffalo Creek.....	.....	2,835 92	2,835 92
Buffalo and Jamestown.....	1,028 69	3,925 57	6,454 26
Buffalo and Southwestern.....	1,311 15	13,920 29	20,931 94
Buffalo, New York and Philadelphia.....	9,782 67	39,363 27	49,146 94
Cayuga Southern.....	2,056 66	4,076 01	6,132 67
Cayuga and Susquehanna.....	2,618 07	5,510 68	8,128 75
Cazenovia, Canastota and De Ruyter.....	518 00	518 60	1,037 20
Chemung.....	3,208 25	11,863 90	15,078 16
Clove Branch.....	25 50	982 28	1,007 88
Coopersstown and Susquehanna Valley.....	1,521 63	213 64	1,415 27
Corning, Cowanesque and Antwerp.....	8,211 04	73,800 53	82,110 57
Dunkirk, Allegheny Valley and Pittsburgh.....	9,667 00	23,372 10	33,839 10
Elmira, Jefferson and Canandaigua.....	6,384 47	24,337 47	30,681 94
Elmira State Line.....	12,845 13	30,829 90	52,675 12
Elmira and Williamsport.....	1,741 48	1,076 38	8,817 86
Erle.....	255,068 35	1,459,264 50	1,324,299 85
Fonda, Johnstown and Gloversville.....	4,393 33	2,137 81	6,531 16
Geneva, Ithaca and Sayre.....	12,719 18	28,160 48	40,879 66
Greene.....	716 26	433 19	1,155 55
Greenwich and Johnsonville.....	66 62	14 52	81 14
Harlem Extension.....	4,898 80	4,616 50	9,515 39
Lake Champlain and Moriah.....	.....	6,055 79	6,055 79
Lake Shore and Michigan Southern.....	177,246 48	1,022,519 18	1,199,765 66
Long Island.....	64,804 25	64,804 26	129,608 51
Marine.....	83 00	.....	83 00
Middleburgh and Schoharie.....	290 50	230 50	441 00
Middleburgh and Crawford.....	195 03	99 51	294 54
Metropolitan Elevated.....	1,376 70	.....	1,376 70

RAILROAD REPORT.

CXXV

Newburgh, Dutchess and Connecticut.....	4,104 97	8,781 37	18,068 44
New York Central and New York.....	1,577 19	1,577 19	1,577 19
New York Central and Hudson River.....	22,016 69	2,076 991 37	2,076 991 37
New York Elevated.....	136,157 31	404,532 70	530,689 91
New York, Lake Erie and Western.....	3,252 32	136,342 43	3,700 21
New York and Manhattan Beach.....	186,665 20	48,881 69	37,075 95
New York and Mohawk.....	24,065 29	51,677 11	66,434 76
New York, New Haven and Hartford.....	14,777 25	600 98	1,372 23
Ogdensburgh and Lake Champlain.....	873 20	3,431 64	4,303 24
Olean, Bradford and Warren.....	10,479 31	25,408 89	35,888 11
Ontario Southern.....	1,230 63	1,080 78	2,311 41
Port Jervis and Monticello.....	3,475 14	3,559 59	7,034 73
Poughkeepsie, Hartford and Boston.....	61,392 46	101,321 91	165,714 40
Rensselaer and Saratoga.....	1,438 31	4,308 07	5,335 38
Rhinebeck and Connecticut.....	4,212 09	7,110 39	11,322 48
Rochester and State Line.....	531 83	379 17	911 00
Rome, Watertown and Ogdensburgh.....	50,523 33	71,680 78	122,301 11
Schoharie Valley.....	228 85	218 18	447 03
Silver Lake.....	43 98	43 98	87 96
Skaneateles.....	245 58	115 35	360 93
Southern Central.....	11,718 57	24,574 61	36,263 18
Southfield Branch.....	.....	124 85	124 85
Staten Island.....	8,406 19	.....	8,406 19
Sterling Mountain.....	18,411 81	5,131 69	5,131 69
Syracuse, Binghamton and New York.....	6,189 47	70,840 10	89,251 91
Syracuse, Chenango and New York.....	.....	5,902 42	12,941 80
Syracuse, Geneva and Corning.....	.....	1,447 69	1,447 69
Troy and Boston.....	18,337 07	32,063 17	50,390 24
Utica and Delaware.....	7,373 96	13,484 52	20,758 48
Utica and Black River.....	13,159 40	15,835 91	28,995 31
Utica, Chenango and Susquehanna Valley.....	8,818 81	5,047 93	13,866 74
Utica, Clinton and Binghamton.....	1,418 24	1,011 08	2,429 32
Utica, Ithaca and Elmira.....	7,297 52	5,700 90	12,998 42
Valley.....	2,586 34	13,545 90	16,152 24
Walkill Valley.....	1,884 20	2,660 85	4,545 05
	\$2,460,812 25	\$6,822,773 45	\$9,283,681 70

TABLE G.
COST OF OPERATING THE ROADS.

NAME OF ROAD.	(73)		(74)			
	Office expense, stationery, etc. Allocated to	Agents and clerks. Allocated to				
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$254 51	2,231 52	\$2,486 03	\$2,393 92	\$2,464 81	\$5,393 63
Albany and Schoharie.....	4,072 67	4,211 65	8,284 32	10,010 78	28,621 30	38,632 08
Atlantic and Great Western.....	25,422 28	18,174 10	43,596 38	41,177 35	79,036 60	120,814 02
Bath and Hammond.....	87 50	175 00	262 50	339 00	300 00	639 00
Boston and Albany.....	7,161 21	1,898 73	9,060 94	123,075 41	503,264 57	626,340 98
Brooklyn, Bath and Coney Island.....	2,267 73	2,257 71	4,525 44	<i>a</i>	<i>a</i>	<i>a</i>
Brooklyn, Flatbush and Coney Island.....	5,957 93	3,674 53	9,632 46	3,964 23	.....	3,964 23
Buffalo Creek.....	.....	126 97	126 97	.....	1,262 35	1,262 35
Buffalo and Jamestown.....	197 38	391 66	589 04	1,304 23	1,093 11	2,397 34
Buffalo and Southwestern.....	1,679 77	1,676 71	3,356 48	4,921 65	6,312 51	11,234 16
Buffalo, New York and Philadelphia.....	311 32	931 06	1,242 38	8,500 85	96,792 55	105,293 40
Caluga Southern.....	163 41	484 20	647 61	2,006 21	4,010 72	6,016 93
Catskill and Schoharie.....	202 55	202 27	404 82	1,309 22	1,809 22	3,118 44
Cazenovia, Catskill and the Raritan.....	39 98	29 99	69 97	1,268 67	1,268 67	2,537 34
Chemung.....	852 18	2,437 54	3,289 72	1,158 67	3,039 37	4,198 04
Cloye Branch.....	50 31	747 02	797 33	31 50	398 50	430 00
Coopersdown and Schoharie Valley.....	11 75	11 75	23 50	914 25	918 25	1,832 50
Corning, Cayuga and Aarow.....	372 12	372 12	744 24	515 63	4,040 97	4,556 60
Contra, Albany Valley, and Pittsburgh.....	925 48	2,067 34	2,992 82	6,110 10	21,288 71	27,438 87
Elmira, Jefferson and Cananagoa.....	2,367 04	5,257 31	7,624 35	2,406 27	7,829 49	10,235 76
Elmira State Line.....	2,509 06	2,500 67	5,009 73	2,712 31	2,712 32	5,424 63
Elmira and Williamsport.....	354 09	1,091 63	1,445 72	291 43	945 21	1,236 74
Errie.....	80,539 40	202,893 88	283,433 28	192,124 51	45,636 72	648,889 59
Fonda, Johnstown and Groesbeek.....	225 60	325 89	551 49	3,067 11	3,121 48	6,188 59
Gaines, Havana and State.....	659 91	1,776 71	2,436 62	8,251 41	18,054 05	26,405 46
Greene.....	48 70	97 20	145 90	110 25	820 53	930 78
Greenville and Johnsonville.....	107 03	75 79	182 82	107 71	1,096 12	1,203 83
Harlem Extension.....	.....	1,128 14	1,128 14	1,321 08	3,093 55	4,354 43
Lake Champlain and Moriah.....	.....	415 17	415 17	.....	2,153 72	2,153 72
Lake Shore and Michigan Southern.....	12,523 56	103,578 93	116,102 49	167,882 90	1,115,120 89	1,613,353 79
Long Island.....	8,221 31	8,221 31	16,442 62	41,700 37	41,700 37	89,400 67
Marye.....	81 40	.....	81 40	.....	300 00	381 40
Middleburgh and Schoharie.....	12 25	12 25	24 50	300 00	300 00	600 00
Middletown and Crawford.....	17 81	17 81	35 62	577 17	577 17	1,154 35
Metropolitan Elevated.....	17,164 25	.....	17,164 25	<i>a</i>	.....	<i>a</i>
Newburgh, Dutchess and Connecticut.....	1,137 20	3,411 72	4,548 92	2,125 44	6,356 81	8,512 25

New Jersey and New York	1,656 03	4,359 74	13,624 79	4,359 30	16,983 03
New York Central and Hudson River	391 90	48,359 74	61,845 00	708,652 30	1,027,132 19
New York Erie and Western	391 90	86,383 60	118,338 56	291,193 17	4,014 71
New York Lake Erie and Western	40,720 01	86,383 60	118,338 56	291,193 17	4,014 71
New York and Manhattan Beach	4,260 29	1,001 97	1,034 31	1,034 31	12,365 11
New York, New Haven and Hartford	27,179 11	10,280 11	37,631 08	74,030 88	134,804 23
New York and Oswego Midland	7,213 98	3,850 14	18,483 52	33,801 90	39,894 09
Ogdenburgh and Lake Champlain	7,58 91	528 93	4,184 12	31,065 01	38,778 81
Olean, Bradford and Warren	950 72	501 51	1,057 85	1,054 19	1,872 74
Ontario Southern	567 04	700 53	1,267 31	1,218 70	1,872 74
Port Jervis and Monticello	300 68	548 54	1,057 02	5,408 70	9,014 03
Poughkeepsie, Hartford and Boston	1,696 08	101 28	3,069 28	5,600 00	1,200 00
Rochester and Saratoga	12,070 23	548 54	1,615 02	4,200 79	12,682 30
Ruthecock and Connecticut	10,472 81	22,922 61	8,401 00	51,528 61	77,477 12
Rochester and State Line	2,162 86	1,286 94	168 38	2,085 01	2,833 99
Rome and Clinton	38 59	6,421 67	2,814 79	8,414 40	11,269 19
Rome, Watertown and Ogdensburgh	38 59	1,117 18	826 43	1,682 85	1,682 85
Schoharie Valley	1,879 22	3,758 45	24,069 28	49,018 58	73,527 86
Stancrotes	.....	.....	210 00	210 00	430 00
Southern Central	3,018 01	4,036 03	6,084 04	377 50	755 00
Southern Branch	.....	387 18	6,537 18	14,817 87	24,040 35
Suzen Island	633 60	.....	603 60	.....	.....
Sutherland Mountain	.....	2,109 00	2,469 00	.....	.....
Syracuse, Binghamton and New York	791 90	1,923 91	10,680 54	10,680 55	21,301 09
Syracuse, Binghamton and New York	413 53	1,560 48	2,415 94	4,831 88	4,831 88
Syracuse, Geneva and Corning	1,731 73	3,719 28	2,223 31	6,636 83	8,868 94
Troy and Boston	1,479 13	2,553 37	8,460 95	13,867 22	22,336 43
Utica and Bellerose	1,479 13	2,914 26	4,416 42	4,863 56	7,205 34
Utica and Black River	590 35	2,737 91	6,687 01	9,455 18	16,152 19
Utica, Chemung and Susquehanna Valley	584 03	1,787 05	4,977 52	9,772 76	14,769 63
Utica, Clinton and Binghamton	158 03	3,162 47	2,303 80	2,303 81	4,407 61
Utica, Ithaca and Elmira	4,474 73	5,409 11	4,197 61	5,130 42	9,328 03
Valley	41 55	2,378 80	287 71	2,679 47	2,977 18
Wallkill Valley	1,578 73	3,946 83	1,525 08	2,302 62	3,887 70
Warwick Valley	636 96	2,636 11	1,273 81	1,106 50	2,213 00
	\$361,321 12	\$538,628 15	\$949,919 27	\$3,610,374 77	\$5,304,102 19

* Includes train and station supplies.

a In preceding.

TABLE G—(Continued).

NAME OF ROAD.	(75)		(76)		
	Labor, loading and unloading freight. Allotted to		Porters, watchmen, and switchtenders. Allotted to		
	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Albion and Susquehanna.....	\$1,500 93	\$1,500 93	\$774 03	\$774 03	\$1,648 06
Albany and Great Western.....	9,763 82	9,763 82	5,383 32	11,908 00	17,291 22
Bath and Hammondsport.....	71,994 59	71,994 59	2,407 08	27,081 45	30,088 53
Boston and Albany.....	100 00	a	44,218 02	116,146 25	160,664 27
Brooklyn, Bath and Coney Island.....	a	a	4,175 90	4,175 90	8,351 80
Brooklyn, Flatbush and Coney Island.....	a	a	6,518 03	6,518 03	13,036 06
Brooklyn and Rockaway Beach.....	a	a	63 00	63 00	126 00
Buffalo Creek.....	a	a	123 06	3,088 33	3,211 39
Buffalo and Jamestown.....	1,320 81	1,320 81	1,320 81	1,320 81	2,641 62
Buffalo and Southwestern.....	3,578 61	3,578 61	598 06	708 94	1,307 00
Buffalo, New York and Philadelphia.....	5,148 29	5,148 29	3,239 55	9,718 66	12,958 21
Cayuga Southern.....	a	a	856 93	856 93	1,713 86
Cayuga and Susquehanna.....	2,420 94	2,420 94	131 06	131 06	2,552 00
Cazenovia, Canastota and De Ruyter.....	a	a	420 00	420 00	840 00
Chemung.....	1,688 86	1,688 86	1,790 03	3,191 70	4,981 73
Clove Branch.....	a	a	18 37	349 18	367 55
Dunkirk, Allegheny Valley and Pittsburgh.....	3,512 15	3,512 15	1,285 76	2,571 52	3,857 28
Elmira, Jefferson and Canandaigua.....	440 75	440 75	3,234 08	5,166 92	8,401 00
Elmira State Line.....	1,225 93	1,225 93	540 00	540 00	1,060 00
Elmira and Williamsport.....	591,219 64	591,219 64	425 29	903 44	1,328 73
Erie.....	2,488 51	2,488 51	44,036 83	154,030 83	198,067 71
Fonda, Johnstown and Gloversville.....	a	a	224 19	896 77	1,120 96
Geneva, Ithaca and Sayre.....	310 90	310 90	130 63	261 25	572 15
Greene.....	2,024 12	2,024 12	a	a	2,024 12
Greenwich and Johnsonville.....	a	a	242 75	486 13	728 87
Hartford Extension.....	a	a	a	1,061 04	1,061 04
Lake Champlain and Moriah.....	a	a	a	35,741 14	35,741 14
Lake Shore and Michigan Southern.....	a	a	a	72 00	72 00
Long Island.....	84,480 42	84,480 42	35,741 14	178 33	84,658 56
Marble.....	a	a	178 33	178 33	356 65
Middleburgh and Schoharie.....	325 00	325 00	325 00	325 00	650 00
Middletown and Crawford.....	a	a	a	a	a
Metropolitan Elevated.....	a	a	35,640 74	35,640 74	71,281 48

RAILROAD REPORT.

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Newburgh, Dutchess and Connecticut	9,705 06	16,72 55	9,426 87	8,355 92
New Jersey and New York	9,705 06	1,901 11	6,825 97	2,834 81
New York Central and Hudson River	1,110,030 80	190,102 74	492,054 40	0-01,057 83
New York, Lake Erie and Western	3,074,444 00	21,327 56	76,022 34	98,070 80
New York, New Haven and Hartford	65,962 03	11,327 66	347 97	10,175 03
New York and Oswego Midland	9,401 34	292,004 00	74,100 47	280,000 13
Ogdensburg and Lake Champlain	7,303 47	1,413 90	1,453 04	2,432 40
Olean, Bradford and Warren	9,719 70	116 69	6,133 18	7,017 14
Ontario Southern	8,341 00	283 17	116 70	288 30
Oswego and Syracuse	420 00	1,148 55	680 86	793 23
Port Jervis and Monticello	26,197 98	270 00	1,722 84	2,471 39
Poughkeepsie, Hartford and Boston	847 18	19,677 84	27,833 12	47,810 95
Rensselaer and Saratoga	426 01	60 80	1,103 07	1,239 87
Rhinebeck and Connecticut	426 01	928 99	2,771 74	3,095 04
Rochester and State Line	15,706 61	343 54	312 54	885 08
Rome and Clinton	10 00	5,597 98	11,056 96	10,983 93
Rome, Watertown and Ogdensburg	81 77	74 40	74 40	148 80
Schoharie Valley	9,631 55	240 00	240 00	490 00
Silver Lake	81 77	1,108 27	3,816 55	3,474 82
Skaneateles	9,631 55	3,836 00	3,836 00	3,825 00
Southern Central	12,108 05	3,889 54	3,889 54	7,779 08
Southern Branch	311 00	630 20	630 20	1,267 05
Staten Island	19,012 47	1,418 00	2,813 55	3,731 56
Sterling Mountain	1,264 30	450 13	900 29	1,350 42
Syracuse, Binghamton and New York	7,128 28	1,705 16	2,640 97	4,298 13
Syracuse, Chenango and New York	3,730 63	1,567 50	3,135 02	4,703 62
Troy and Boston	1,136 05	913 45	913 45	1,826 91
Utica and Delaware	569 51	385 09	470 58	1,868 60
Utica and Black River	516 16	113 33	1,019 98	1,335 91
Utica, Chenango and Susquehanna Valley	2,073 07	640 00	692 53	1,004 19
Utica, Clinton and Binghamton	82,393,004 95	\$656,743 90	\$1,010,797 65	\$1,667,547 55
Utica, Ithaca and Elmira	2,073 07	640 00	692 53	1,004 19
Valley	2,073 07	640 00	692 53	1,004 19
Walkill Valley	2,073 07	640 00	692 53	1,004 19
Warwick Valley	2,073 07	640 00	692 53	1,004 19

a In preceding tables.

TABLE G — (Continued).

NAME OF ROAD.	(77)			(78)		
	Wood and water station attendance. Allotted to			Conductors, baggage and brakemen. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	153 00	153 00	306 00	1,993 71	1,993 72	3,987 43
Albany and Susquehanna.....	1,294 63	3,893 20	4,138 83	15,493 58	97,632 63	113,126 21
Atlantic and Great Western.....	3,263 55	10,644 47	13,908 02	65,471 90	242,992 95	308,464 85
Bath and Hammondport.....	.....	.....	.....	65,471 90	242,992 95	308,464 85
Boston and Albany.....	.....	.....	.....	102,447 00	273,446 50	375,893 50
Brooklyn, Bath and Coney Island.....	9,571 17	25,205 25	34,776 42	102,447 00	273,446 50	375,893 50
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	4,785 93	.....	4,785 93
Brooklyn and Rockaway Beach.....	.....	.....	.....	3,677 49	.....	3,677 49
Brooklyn and Rockaway Beach.....	90 50	.....	90 50	1,011 42	.....	1,011 42
Buffalo and Jamestown.....	2,205 78	.....	2,205 78	1,104 42	1,689 50	2,793 92
Buffalo and south-western.....	.....	.....	.....	6,095 78	7,100 01	13,195 79
Buffalo, New York and Philadelphia.....	.....	.....	.....	6,594 19	20,862 56	27,456 75
Cayuga Southern.....	871 33	2,614 00	3,485 33	8,497 64	9,052 55	17,550 19
Cayuga and Susquehanna.....	497 06	497 06	994 12	2,402 00	2,030 26	4,432 26
Cazenovia, Canastota and De Ruyter.....	.....	.....	.....	490 00	430 00	920 00
Chester.....	160 43	508 39	677 72	3,257 35	7,940 93	11,198 28
Chester Branch.....	56 56	10 70	67 26	1,238 23	1,353 38	2,591 61
Coopersburg and Susquehanna Valley.....	.....	.....	.....	65 15	.....	65 15
Corning, Cayuga and Antwerp.....	.....	.....	.....	622 40	923 50	1,545 90
Dunkirk, Allegany Valley and Pittsburgh.....	.....	.....	.....	2,472 33	22,251 00	24,723 33
Dunkirk, Allegany Valley and Pittsburgh.....	.....	.....	.....	6,242 49	23,075 22	29,317 71
Elmira, Johnson and Canadigua.....	535 45	1,666 37	2,201 82	16,886 85	11,785 83	28,672 68
Elmira, State Line.....	815 00	315 00	1,130 00	11,795 53	11,785 83	23,581 36
Elmira and Williamsport.....	57 15	108 60	165 75	1,567 01	1,567 01	3,134 02
Elmira and Williamsport.....	9,560 47	28,771 31	38,331 78	902,423 23	571,732 90	1,474,156 13
Fonda, Johnston and Gloversville.....	.....	.....	.....	1,009 35	4,288 94	5,298 29
Genesee, Ithaca and Sayre.....	.....	.....	.....	10,385 35	46,717 65	57,103 00
Genesee, Ithaca and Sayre.....	44 87	89 13	133 99	657 97	832 94	1,490 91
Hampton Extension and Moriah.....	.....	.....	.....	1,184 04	.....	1,184 04
Lake Champlain and Moriah.....	.....	.....	.....	168,362 84	387,471 10	555,833 94
Lake Champlain and Moriah.....	.....	.....	.....	42,806 03	42,806 08	85,612 11
Long Island.....	3,067 00	3,067 61	6,134 61	387,471 10	42,806 08	430,277 18
Marysville.....	.....	.....	.....	.....	.....	.....
Middleburgh and Schoharie.....	.....	.....	.....	.....	.....	.....
Middleburgh and Schoharie.....	.....	.....	.....	.....	.....	.....
Metropolitan Elevated.....	.....	.....	.....	.....	.....	.....
Newburgh and Schoharie.....	.....	.....	.....	.....	.....	.....
New Paltz, Dutchess and Connecticut.....	185 57	558 70	744 27	36,818 24	4,686 72	41,504 96
New Jersey and New York.....	333 78	127 93	461 71	1,516 95	8,040 05	9,556 00
New York Central and Hudson River.....	15,477 41	34,449 73	49,927 14	237,186 05	527,620 80	764,806 85
New York Elevated.....	79,028 85	79,028 85

RAILROAD REPORT.

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State or Territory	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Alabama	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Alaska	100,000	200,000	300,000	400,000	500,000	600,000	700,000	800,000	900,000	1,000,000	1,100,000	1,200,000	1,300,000	1,400,000
Arizona	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Arkansas	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
California	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Colorado	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Connecticut	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Delaware	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
District of Columbia	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Florida	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Georgia	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Hawaii	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Idaho	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Illinois	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Indiana	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Iowa	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Kansas	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Kentucky	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000
Louisiana	1,000,000	1,200,000	1,400,000	1,600,000	1,800,000	2,000,000	2,200,000	2,400,000	2,600,000	2,800,000	3,000,000	3,200,000	3,400,000	3,600,000

a In preceding.

TABLE G -- (Continued).

NAME OF ROAD.	(79)			(80)		
	Enginemen and firemen.	Allocated to	Total.	Fuel, cost and labor of preparing for use.	Freight transportation.	Total.
	Passenger transportation.	Freight transportation.		Passenger transportation.	Freight transportation.	
Adirondack	\$983 45	\$963 45	\$1,937 90	\$1,919 19	\$1,919 20	\$3,838 39
Albany and Susquehanna	4,696 91	35,417 21	40,114 12	15,463 29	48,582 49	63,995 78
Atlantic and Great Western	57,711 49	166,100 68	223,812 17	50,112 91	165,295 53	215,408 54
Bath and Hiram	410 00	400 00	810 00	410 00	400 00	810 00
Boston and Albany	82,469 98	297,863 53	319,883 51	157,356 19	315 15	571,654 29
Brooklyn, Dutch and Coney Island	8,595 63	.....	8,595 63	4,430 23	411,138 10	445,963 33
Brooklyn, Flatbush and Coney Island	1,080 00	.....	1,080 00	5,920 75	.....	4,430 23
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	.....	5,920 75
Buffalo Creek .....	.....	2,531 67	2,531 67	.....	3,985 24	3,985 24
Buffalo and Jamestown	1,147 41	1,735 21	2,882 62	2,650 22	4,069 41	6,729 63
Buffalo and Southwestern	3,746 20	7,406 00	11,152 20	7,889 80	9,911 11	17,800 91
Buffalo, New York and Philadelphia	10,121 76	30,965 33	40,487 14	9,290 33	27,871 00	37,161 33
Cayuga Southern .....	.....	.....	.....	3,319 13	6,321 25	9,640 38
Cazenovia	2,751 90	2,178 06	4,929 96	3,922 61	3,922 61	7,845 22
Cazenovia, Catskills and De Ruyter	943 60	943 60	1,886 00	1,111 38	1,111 28	2,222 66
Chemung	2,269 67	8,067 37	10,328 04	2,290 03	7,409 84	9,700 77
Chenango	67 38	1,280 50	1,347 88	65 35	1,260 92	1,326 28
Coopersstown and Susquehanna Valley	833 75	1,677 50	2,511 25	892 15	892 14	1,784 29
Corning, Catskills and Antwerp	8,343 51	30,461 66	38,805 17	2,331 65	22,784 80	25,116 54
Corning, Allegany Valley and Pittsburgh	6,663 00	18,781 71	25,444 71	6,396 45	23,838 10	30,234 55
Elmira, Jefferson and Champlain	4,921 35	16,134 75	21,056 10	4,890 65	15,738 53	20,628 68
Elmira State Libre	8,898 47	9,898 46	18,796 93	7,110 63	7,110 63	14,221 06
Elmira and Williamsport	193 60	853 78	1,047 38	813 43	3,061 38	3,874 81
Elrie	196,857 31	476,021 14	672,878 45	123,065 60	537,361 30	690,426 90
Fonda, Johnstown and Gloversville	3,200 35	2,133 57	5,333 92	4,638 75	3,166 83	7,805 58
Geneva, Ingham and Sayre	622 57	731 27	1,353 84	1,246 30	2,512 70	3,759 00
Greene .....	.....	.....	.....	805 84	805 84	1,611 68
Greenville and Johnsonville	1,015 42	2,681 84	3,697 26	2,391 34	4,092 68	6,490 02
Harlem Extension .....	.....	5,130 34	5,130 34	.....	6,243 39	6,243 39
Lake Champlain and Moriah	180,188 00	444,698 45	624,886 45	200,004 48	606,246 47	806,230 93
Long Island	36,000 76	36,000 77	72,001 53	67,306 90	97,908 99	114,613 98
Morrie	269 90	269 90	539 80	120 00	.....	120 00
Mottelburgh and Schoharie	280 00	280 00	560 00	387 50	387 50	775 00
Metropolitan and Crawford	781 50	781 50	1,563 00	724 35	635 42	1,179 77
Metropolitan Elevated .....	.....	.....	.....	22,746 13	.....	22,746 13
Newburgh, Dutchess and Connecticut	2,131 65	9,395 09	11,526 74	2,650 61	7,081 08	10,002 69

RAILROAD REPORT.

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New Jersey and New York	5,468 18	7,953 44	11,043 97	1,877 00	14,795 95
New York Central and Hudson River	940,305 16	1,097,198 67	914,126 03	1,877 00	1,097,198 67
New York Elevated	.....	.....	.....	.....	.....
New York, Lake Erie and Western	7,443 83	991,047 03	941,304 41	380,414 05	7,443 83
New York and Manhattan Beach	7,419 86	8,064 09	6,061 92	875 40	7,419 86
New York and New Haven and Hartford	71,831 80	105,143 09	145,430 81	72 00	815,140 91
New York and Oswego Midland	11,309 87	20,851 63	31,477 45	81,477 45	59,130 09
Ogdensburg and Lake Champlain	5,404 83	30,809 61	6,895 09	28,911 43	36,063 06
Onondaga and Warren	1,475 79	1,475 79	1,475 79	1,725 07	1,725 07
Ontario Southern	1,475 79	1,475 79	1,475 79	8,895 13	8,895 13
Oswego and Syracuse	1,475 79	1,475 79	1,475 79	28,635 79	28,635 79
Port Jervis and Monticello	4,869 34	7,331 08	9,414 38	14,121 41	1,073 28
Poughkeepsie, Hartford and Boston	1,100 00	1,874 30	6,000 00	8,157 01	9,411 05
Rensselaer and Saratoga	9,134 00	8,200 00	6,274 04	103,702 47	109,157 10
Rhinolock and Connecticut	25,945 64	74,111 83	58,554 63	8,518 47	9,169 67
Rochester and State Line	2,005 28	10,431 10	4,770 26	14,311 65	19,082 21
Rome and Clinton	2,640 41	1,464 10	1,729 17	1,729 17	3,458 84
Rome, Watertown and Ogdensburg	21,094 67	63,984 02	41,621 16	83,943 31	126,763 47
Schoharie Valley	.....	.....	.....	.....	.....
Silver Lake	680 87	1,940 75	467 71	683 15	1,382 30
Skaneateles	680 87	1,940 75	467 71	467 71	1,382 30
Southern Central	930 97	1,800 00	919 81	919 81	1,885 69
Staten Island	7,345 34	22,060 91	19,369 73	24,739 44	37,109 16
Staten Island Beach	.....	.....	.....	.....	.....
Sterling Mountain	4,100 00	4,100 00	5,577 79	635 87	5,577 79
Syracuse, Binghamton and New York	5,695 50	16,981 37	22,119 97	1,941 70	1,941 70
Syracuse, Chautauque and New York	2,010 50	4,585 49	8,550 00	22,119 97	4,830 04
Troy and Boston	5,339 89	15,987 60	16,855 94	4,545 10	8,005 10
Union and Delaware	1,754 82	5,394 77	6,393 42	97,501 81	4,387 75
Union and Black River	5,692 86	13,120 96	6,393 42	12,704 84	19,087 26
Utica, Chautauque and Schoharie Valley	1,470 53	8,775 23	13,073 70	8,035 63	15,419 14
Utica, Clinton and Binghamton	1,797 73	5,743 94	4,611 12	36,131 09	45,929 24
Utica, Ithaca and Elmira	4,561 01	10,667 14	11,169 88	4,611 12	16,713 00
Valley	1,309 63	8,559 60	2,028 38	5,257 51	10,283 89
Wallkill Valley	1,115 12	5,757 79	5,612 96	8,419 45	14,033 41
	\$1,186,091 11	\$3,991,157 24	\$1,910,786 93	\$4,214,617 32	\$6,125,416 24

TABLE G—(Continued).

NAME OF ROAD.	(81.)			(82 and 83.)		
	Oil and waste for engines and tenders Allotted to	Freight transportation.	Total.	Oil and waste for cars. Allotted to	Freight transportation.	Total.
Adirondack.....	\$485 27	\$485 28	\$970 55	a	a	a
Albany and Susquehanna.....	2,439 07	3,066 76	5,475 83	\$649 18	\$3,041 93	\$3,691 11
Albany and Great Western.....	8,699 04	22,268 00	30,967 04	a	a	a
Bath and Hammondsport.....	50 00	25 00	75 00	a	27 00	27 00
Boston and Albany.....	8,210 31	21,555 43	29,765 74	8,210 31	21,555 44	29,765 75
Brooklyn, Bath and Coney Island.....	1,183 53	.....	1,183 53	a	a	a
Brooklyn, Flatbush and Coney Island.....	562 83	.....	562 83	221 78	.....	221 78
Brooklyn and Rockaway Beach.....	140 00	.....	140 00	34 00	12 00	46 00
Buffalo Creek.....	.....	287 77	287 77	.....	.....	.....
Buffalo and Jamestown.....	286 63	438 53	725 21	.....	.....	.....
Buffalo and Southwestern.....	1,111 49	1,432 54	2,544 03	.....	.....	.....
Buffalo, New York and Philadelphia.....	1,285 96	3,367 84	4,653 80	a	a	a
Cayuga and Susquehanna.....	276 12	391 56	667 68	67 22	42 50	109 72
Cayuga and Canastota and De Ruyter.....	109 65	109 65	219 30	a	a	a
Chemung.....	301 22	840 55	1,141 77	152 29	466 05	618 34
Chemung and.....	7 50	143 38	150 88	a	a	a
Clove Branch.....	90 57	90 58	181 15	a	a	a
Coopers, Gowanusque and Antrim.....	87 56	788 04	875 60	239 25	1,275 35	1,515 60
Dunkirk, Allegany Valley and Pittsburgh.....	811 17	2,350 80	3,161 97	517 78	648 34	1,166 12
Elmira, Jefferson and Canandaigua.....	601 98	1,980 12	2,582 10	303 71	931 62	1,235 33
Elmira State Line.....	1,549 52	1,549 52	3,099 04	253 26	1,646 19	1,899 45
Elmira and Williamsport.....	91 56	315 44	407 00	59 74	180 28	240 02
Erie.....	10,933 07	38,572 06	49,505 13	12,930 70	41,679 58	54,610 28
Fonda, Johnstown and Gloversville.....	632 26	632 26	1,264 52	a	a	a
Fonda, Ithaca and Sayre.....	924 32	3,705 26	4,631 58	a	a	a
Greene and Johnstown.....	70 15	68 96	139 11	40 78	39 27	71 05
Greene and Johnstown Extension.....	186 33	70 16	256 49	10 10	5 00	15 10
Harlem, Champlain and Mohawk.....	.....	378 68	378 68	.....	348 96	348 96
Lake Champlain and Michigan.....	31,297 00	856 62	32,153 62	.....	.....	.....
Lake Shore and Michigan Southern.....	8,575 15	76,599 23	85,174 38	a	a	a
Madisonburg and Schoharie.....	57 50	8,575 15	8,632 65	a	a	a
Middletown and Crawford.....	60 92	57 50	118 42	.....	10 00	10 00
Middletown Elevated.....	1,614 81	.....	1,614 81	.....	.....	.....
Newburgh, Dutchess and Connecticut.....	1,228 91	592 00	1,820 91	a	203 57	236 77
New Jersey and New York.....	1,363 37	454 45	1,817 82	740 34	250 75	991 09

TABLE G—(Continued).

NAME OF ROAD.	(81)			(82 and 83)		
	Oil and waste for engines and tenders Allotted to			Oil and waste for cars. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$485 27	\$485 28	\$970 55	a	a	a
Albany and Susquehanna.....	2,439 07	3,036 76	5,475 83	\$649 18	\$3,041 93	\$3,691 11
Atlantic and Great Western.....	8,569 04	22,768 00	30,867 04	a	a	a
Bath and Hammondport.....	50 00	25 00	75 00	25 00	27 00	52 00
Boston and Albany.....	8,210 31	21,555 43	29,765 74	8,210 31	21,555 44	29,765 75
Brooklyn, Bath and Coney Island.....	1,183 63	.....	1,183 63	a	a	a
Brooklyn, Flatbush and Coney Island.....	562 83	.....	562 83	251 78	.....	251 78
Brooklyn and Rockaway Beach.....	149 00	.....	149 00	34 00	12 00	46 00
Buffalo Creek.....	.....	287 77	287 77	.....	.....	.....
Buffalo and Jamestown.....	286 68	438 53	725 21	.....	.....	.....
Buffalo and Southwestern.....	1,111 49	1,432 54	2,544 03	.....	.....	.....
Buffalo, New York and Philadelphia.....	1,285 96	3,557 84	5,143 79	a	a	a
Cayuga and Susquehanna.....	276 12	291 56	567 68	67 22	42 50	109 72
Cazenovia, Canastota and De Ruyter.....	109 65	109 65	219 30	a	a	a
Chemung.....	301 22	840 55	1,141 77	152 29	466 05	618 34
Clove Branch.....	7 50	143 38	150 88	a	a	a
Coopersstown and Susquehanna Valley.....	90 57	90 58	181 15	a	a	a
Corning, Coopersville and Andrum.....	87 56	788 04	875 60	230 25	1,275 35	1,505 60
Dunkirk, Allegheny Valley and Pittsburgh.....	811 17	2,350 80	3,161 97	517 78	618 34	1,136 12
Elmira, Jefferson and Canandaigua.....	601 98	1,680 12	2,282 10	303 71	931 62	1,235 33
Elmira State Line.....	1,549 52	1,549 52	3,099 04	223 26	1,616 19	1,839 45
Elmira and Williamsport.....	91 56	315 44	407 00	59 74	189 28	249 02
Erie.....	10,693 07	38,572 06	49,265 13	12,920 70	41,670 58	54,591 28
Fonda, Johnstown and Gloversville.....	632 26	632 26	1,264 52	a	a	a
Geneva, Ithaca and Sayre.....	926 32	3,705 26	4,631 58	40 78	30 27	71 05
Greene.....	64 08	68 96	133 04	10 10	5 00	15 10
Greenwich and Johnsonville.....	189 33	70 16	140 31	.....	.....	.....
Harlem Extension.....	.....	378 08	378 08	.....	348 96	348 96
Lake Champlain and Moriah.....	.....	856 62	856 62	a	a	a
Lake Shore and Michigan Southern.....	31,287 00	76,599 23	107,886 23	a	a	a
Long Island.....	8,575 15	8,575 15	17,150 30	.....	10 00	10 00
Madisonburg and Schoharie.....	57 50	60 92	121 84	.....	.....	.....
Madisonburg and Crawford.....	60 92	.....	60 92	.....	.....	.....
Metropolitan Elevated.....	1,014 81	.....	1,014 81	a	.....	a
Newburgh, Dutchess and Connecticut.....	328 91	502 00	830 91	81 20	203 57	284 77
New Jersey and New York.....	1,363 87	454 45	1,817 82	740 34	250 75	991 09

RAILROAD REPORT.

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	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494</
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TABLE G—(Continued).

NAME OF ROAD.	(81)			(82 and 83)		
	Oil and waste for engines and tenders Allotted to			Oil and waste for cars. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$45 27	\$45 28	\$90 55	a	a	a
Albany and Susquehanna.....	2,432 07	3,036 76	5,475 83	\$649 18	\$3,041 93	\$3,691 11
Atlantic and Great Western.....	8,369 04	22,268 00	30,807 01	a	a	a
Bath and Hammondport.....	50 00	25 00	75 00	25 00	27 00	52 00
Boston and Albany.....	8,210 31	21,555 43	29,765 74	8,210 31	21,555 41	29,765 75
Brooklyn, Bath and Coney Island.....	1,183 53	.....	1,183 53	a	a	a
Brooklyn, Flatbush and Coney Island.....	562 84	.....	562 84	221 78	.....	221 78
Brooklyn and Rockaway Beach.....	110 00	.....	110 00	34 00	12 00	46 00
Buffalo Creek.....	.....	287 77	287 77	.....	.....	.....
Buffalo and Jamestown.....	586 63	438 53	725 21	.....	.....	.....
Buffalo and Southwestern.....	1,111 49	1,032 54	2,544 03	.....	.....	.....
Buffalo, New York and Philadelphia.....	1,287 95	3,857 84	5,145 79	a	a	a
Cayuga and Susquehanna.....	276 12	291 56	567 68	67 22	42 50	109 72
Cazenovia, Canastota and De Ruyter.....	169 65	169 65	339 30	a	a	a
Chemung.....	301 22	810 55	1,111 77	152 29	493 05	645 34
Clove Branch.....	7 50	113 38	120 88	a	a	a
Cooperstown and Susquehanna Valley.....	90 57	90 58	181 15	a	a	a
Corning, Cowanesque and Antrim.....	87 56	788 04	875 60	230 25	1,275 35	1,505 60
Dunkirk, Allegany Valley and Pittsburgh.....	811 17	2,350 80	3,161 97	517 78	618 34	1,136 12
Edinboro, Jefferson and Canadatego.....	601 98	1,080 18	2,292 16	303 71	931 62	1,235 33
Elmira State Line.....	1,540 92	1,540 92	3,081 84	252 26	1,636 19	1,888 45
Elmira and Williamsport.....	91 56	315 44	407 00	59 74	180 28	240 02
Eric.....	10,094 07	38,672 05	49,365 12	12,930 79	41,670 58	54,601 28
Fonda, Johnstown and Gloversville.....	632 26	632 26	1,264 52	a	a	a
Geneva, Elmira and Sayre.....	996 32	3,705 36	4,631 68	a	a	a
Geneva.....	64 08	68 95	133 04	40 78	30 27	71 05
Greenwich and Johnstown.....	70 15	70 15	140 31	10 10	5 00	15 10
Harlem Extension.....	189 31	378 58	568 01	.....	.....	.....
Lake Champlain and Moriah.....	31,287 09	826 62	896 62	.....	.....	.....
Lake Shore and Michigan Southern.....	76,390 23	76,390 23	152,780 46	a	a	a
Long Island.....	8,577 15	8,577 15	17,154 30	a	a	a
Middleburgh and Schenarie.....	87 50	87 50	175 00	.....	10 00	10 00
Middletown and Crawford.....	60 92	60 92	121 84	.....	.....	.....
Metropolitan Elevated.....	1,614 81	.....	1,614 81	a	.....	a
Newburgh, Dutchess and Connecticut.....	328 91	502 00	830 91	31 20	205 57	236 77
New Jersey and New York.....	1,363 37	454 45	1,817 82	740 34	250 75	991 09

RAILROAD REPORT.

CXXXV

New York Central and Hudson River.....	94,320 06	300,542 27	304,110 22	a	18,333 35	a	28,033 76
New York, Lake Erie and Western.....	4,706 81	17,300 31	4,706 81	a	6,208 23	a	280 00
New York and Manhattan Beach.....	4,010 07	11,376 80	33,830 41	a	3,205 43	a	
New York, New Haven and Hartford.....	22,553 61	11,376 80	33,830 41	a	1,227 03	a	3,061 07
New York and Oswego Midland.....	22,553 61	1,000 37	1,000 62	a	675 80	a	2,410 44
Ogdensburg and Lake Champlain.....	423 74	1,896 46	3,230 50	a	119 21	a	230 21
Olean, Bradford and Warren.....	119 50	119 50	230 50	a		a	
Ontario Southern.....	173 96	347 97	531 95	a	279 23	a	651 70
Oswego and Syracuse.....	124 16	930 31	1,560 47	a	60 10	a	125 60
Port Jervis and Monticello.....	90 00	60 34	110 34	a	302 70	a	492 70
Poughkeepsie, Hartford and Boston.....	100 00	100 00	200 00	a	1,513 40	a	4,105 43
Rensselaer and Saratoga.....	4,495 83	4,127 69	8,623 62	a		a	
Rhinebeck and Connecticut.....	73 25	973 30	1,946 55	a		a	
Rome and Clinton.....	700 34	2,102 00	2,801 34	a	23 31	a	37 18
Rome, Watertown and Ogdensburg.....	83 43	51 96	105 39	a	11 87	a	
Schoharie Valley.....	4,233 03	8,473 06	12,708 09	a		a	
Silver Lake.....	23 10	23 10	46 20	a		a	
Skaneateles.....	54 47	54 47	108 94	a		a	100 00
Southern Central.....	71 74	71 74	143 48	a		a	
Southfield Branch.....	1,554 01	3,128 02	4,692 03	a		a	
Staten Island.....	1,580 95	99 22	39 22	a		a	
Sterling Mountain.....	1,422 07	383 35	1,580 95	a		a	
Syracuse, Binghamton and New York.....	220 00	1,063 05	3,383 35	a	741 31	a	1,448 06
Syracuse, Chenango and New York.....	1,107 94	211 81	3,061 09	a	215 94	a	431 89
Troy and Boston.....	706 93	1,807 08	2,915 62	a	1,237 02	a	2,688 51
Ulster and Delaware.....	1,583 89	2,241 22	2,118 85	a		a	
Utica and Black River.....	768 94	828 18	3,825 81	a		a	
Utica, Chenango and Susquehanna Valley.....	142 48	138 54	1,507 12	a	363 16	a	953 59
Utica, Clinton and Binghamton.....	1,264 43	632 21	231 02	a	31 06	a	99 45
Utica, Ithaca and Elmira.....	143 62	889 14	1,896 64	a	474 15	a	632 19
Valley.....	562 40	753 61	982 76	a	2,207 39	a	2,495 12
Wallkill Valley.....			1,256 01	a		a	
	\$253,971 15	\$405,115 48	\$609,090 65		\$105,673 23		\$141,879 05

a In preceding.

TABLE G—(Continued).

NAME OF ROAD.	(84)			(85)		
	Passenger transportation.	Freight transportation.	Total.	Damages for injuries to persons.	Freight transportation.	Total.
Albion and Susquehanna.....	\$77.78	\$77.79	\$155.57	\$1,174.95	\$345.00	\$2,119.95
Albany and Susquehanna.....	13.83	811.57	825.40	1,263.68	3,850.17	5,063.85
Atlantic and Great Western.....	22.00	5,957.25	6,079.25	39,557.61	.....	39,557.61
Boston and Albany.....	.....	15,922.88	15,922.88	50.00	.....	50.00
Brooklyn, Bath and Coney Island.....	.....	.....	.....	2,000.99	.....	2,000.99
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	325.00	325.00
Buffalo Creek.....	.....	.....	.....	.....	.....	.....
Buffalo and Jamestown.....	16.12	24.65	40.77	.....	.....	.....
Buffalo and Southwestern.....	86.06	110.91	196.97	.....	.....	.....
Buffalo, New York and Philadelphia.....	123.03	371.00	494.03	7.50	22.50	30.00
Casagua and Susquehanna.....	24.32	24.32	48.65	.....	.....	.....
Chemung.....	.....	146.87	146.87	18.50	.....	18.50
Cherry Branch.....	.....	2.20	2.20	.....	.....	.....
Cornelltown and Susquehanna Valley.....	52.20	52.30	104.50	.....	.....	.....
Cottages, Cowanesque and Androm.....	43.90	.....	43.90	.....	30.00	30.00
Dunkirk, Allegheny Valley and Pittsburgh.....	.....	954.92	954.92	814.50	19.00	833.50
Edinburg, Jackson and Canadigua.....	.....	240.81	240.81	.....	.....	.....
Elmira and Williamport.....	.....	28.72	28.72	.....	.....	.....
Erne.....	154.70	22,855.95	23,010.65	21,853.28	6,259.64	8,192.32
Fonda, Johnstown and Gloversville.....	1,535.25	30.25	1,565.50	a	a	a
Geneva, Ithaca and Sayre.....	8.72	263.92	272.64	251.70	118.56	370.26
Greene.....	.....	17.41	17.41	.....	570.29	587.70
Harlem Extension.....	.....	15.00	15.00	.....	.....	.....
Lake Champlain and Morris.....	8,363.76	20,972.71	29,336.47	9,098.72	29.50	29.50
Lake Shore and Michigan Southern.....	158.18	20,972.71	21,130.89	23,671.67	31,340.40	52,012.07
Long Island.....	.....	11.25	11.25	1,826.72	.....	3,653.43
Middletown and Canawad.....	.....	.....	.....	.....	.....	.....
Metropolitan Elevated.....	.....	20.46	20.46	1,473.33	.....	1,473.33
Newburgh, Dutchess and Connecticut.....	.....	21.62	21.62	.....	10.13	10.13
New Jersey and New York.....	16.22	.....	16.22	30.37	.....	30.37
New York Central and Hudson River.....	718.90	66,547.82	67,266.72	27,887.01	12,629.01	40,516.02
New York Elevated.....	.....	.....	.....	2,341.20	.....	2,341.20
New York, Lake Erie and Western.....	20.00	2,494.43	2,514.43	190.57	526.58	717.15
New York and Manhattan Beach.....	.....	.....	.....	211.59	.....	211.59
New York, New Haven and Hartford.....	.....	1,790.23	1,790.23	4,182.41	.....	4,182.41
New York and Oswego Mohand.....	.....	4,664.48	4,664.48	302.33	.....	302.33
Ogdensburg and Lake Champlain.....	26.62	113.49	140.11	.....	.....	.....
Olean, Bradford and Warren.....	40.42	40.43	80.85	65.92	65.92	131.84

RAILROAD REPORT.

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[illegible]

a In preceding.

TABLE G—(Continued).

NAME OF ROAD.	(86)			(87)		
	Damages to property and for cattle killed. Allotted to			General superintendence. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	.....	.....	.....	\$1,000 00	\$1,000 00	\$2,000 00
Albany and Susquehanna.....	\$532 40	\$1,215 31	\$1,747 71	1,681 75	2,130 24	3,811 99
Atlantic and Great Western.....	371 87	1,201 84	1,573 71	28,743 47	78,213 52	106,956 99
Bath and Hammondport.....	.....	.....	.....	19,380 60	360 00	19,740 60
Boston and Albany.....	660 69	1,713 56	2,374 25	1,515 00	50,721 44	52,236 44
Brooklyn, Bath and Coney Island.....	.....	.....	.....	.....	.....	69,981 84
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	1,759 99	.....	1,759 99
Buffalo Creek.....	.....	108 00	108 00	.....	2,160 00	2,160 00
Buffalo and Jamestown.....	47 44	71 66	119 10	.....	2,321 27	2,321 27
Buffalo and Southwestern.....	8 74	11 56	20 30	2,311 24	5,236 53	7,547 77
Buffalo, New York and Philadelphia.....	128 05	384 15	512 20	634 17	1,962 51	2,596 68
Buffalo Southern.....	16 97	28 03	45 00	.....	.....	.....
Cayuga and Susquehanna.....	.....	.....	.....	1,375 00	1,575 00	2,950 00
Cazenovia, Canastota and De Ruyter.....	.....	.....	.....	333 33	333 33	666 66
Chemung.....	.....	.....	.....	269 07	518 25	787 32
Clove Branch.....	.....	17 50	35 00	70 00	3,450 00	3,520 00
Coopersstown and Susquehanna Valley.....	17 50	.....	.....	450 00	4,050 00	4,500 00
Corning, Cohaney and Antrim.....	.....	.....	.....	450 00	4,050 00	4,500 00
Dunkirk, Cohaney Valley and Pittsburgh.....	.....	960 95	960 95	2,430 33	4,830 67	7,260 00
Elmira, Jefferson and Canandaigua.....	.....	.....	.....	446 76	1,107 12	1,553 88
Elmira State Line.....	.....	.....	.....	7,487 07	.....	7,487 07
Elmira and Williamsport.....	.....	.....	.....	74 39	223 16	297 55
Erie.....	811 18	2,748 50	3,559 68	28,318 81	84,356 43	112,675 24
Fonda, Johnstown and Gloversville.....	.....	.....	.....	2,000 00	2,000 00	4,000 00
Geneva, Ithaca and Sayre.....	.....	.....	.....	512 59	2,050 34	2,562 93
Greene.....	12 70	.....	.....	.....	144 11	144 11
Greene and Johnsonville.....	13 75	35 38	49 13	48 03	96 08	144 11
Harlem Extension.....	.....	633 65	633 65	421 25	421 25	842 50
Lake Champlain and Moriah.....	.....	77 41	77 41	564 63	729 06	1,293 59
Lake Shore and Michigan Southern.....	2,889 19	7,673 55	10,562 74	1,631 72	1,631 72	3,263 44
Long Island.....	437 77	7,673 55	8,111 32	.....	.....	8,111 32
Metropolitan Elevated.....	.....	.....	.....	64,579 41	138,108 21	202,687 62
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	800 00	.....	800 00
New Jersey and New York.....	.....	.....	.....	1,937 04	5,811 26	7,748 30
New York Central and Hudson River.....	7,673 46	17,079 64	24,753 10	1,800 00	600 00	2,400 00
New York Elevated.....	.....	.....	.....	42,477 61	94,546 97	137,024 58
New York, Lake Erie and Western.....	91 88	356 12	448 00	4,822 07	4,822 07
				6,690 84	20,072 50	26,763 34

RAILROAD REPORT.

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New York and Manhattan Beach.....	130 36	13 39	148 75	5,604 49	500 41	4,084 50
New York, New Haven and Hartford.....	9,750 00	2,750 50	10,500 00	7,050 00	23,550 00
New York and Oswego Midland.....	43 16	.....	.....	7,350 00	11,000 00	18,350 00
Ogdensburg and Lake Champlain.....	47 50	268 34	133 50	2,138 47	9,110 02	11,248 49
Glenn, Bradford and Warren.....	21 19	67 50	133 50	207 44	3,057 21	3,264 65
Oswego and Syracuse.....	75 00	132 58	107 26	1,703 00	1,000 01	2,703 01
Port Jervis and Monticello.....	400 00	.....	400 00	300 00	600 00	1,300 00
Port Jervis and Bostons.....	108 31	54 16	102 50	2,000 00	1,000 00	3,000 00
Poughkeepsie, Hartford and Boston.....	1,718 39	601 00	2,182 39	5,063 48	2,400 80	7,464 28
Rensselaer and Saratoga.....	4 72	61 78	1,072 50	133 00	1,706 96	1,840 96
Rhineclerk and Connecticut.....	268 12	774 38	1,072 50	600 00	1,800 00	2,400 00
Rochester and State Line.....	.....	35 00	25 00	72 00	72 00	144 00
Rome and Clinton.....	609 43	1,328 87	2,008 30	1,300 00	3,000 00	4,300 00
Rome, Watertown and Ogdensburg.....	70 00	.....	103 50	1,600 00	750 00	2,350 00
Saratoga.....	271 78	93 50	371 78	.....	3,000 00	4,000 00
Southern Central.....	.....	65 00	65 00	798 74	708 74	1,507 48
Sterling Mountain.....	.....	95 00	184 00	800 00	2,812 46	3,612 46
Syracuse, Binghamton and New York.....	.....	.....	.....	625 00	1,500 00	2,125 00
Syracuse, Chenango and New York.....	.....	.....	.....	1,519 89	1,875 00	3,394 89
Syracuse, Geneva and Corning.....	.....	.....	.....	1,656 00	2,479 97	4,135 97
Troy and Boston.....	167 19	279 79	439 98	800 00	1,200 00	2,000 00
Utica and Delaware.....	141 88	283 74	425 60	1,656 00	2,344 00	4,000 00
Utica, Chenango and Susquehanna Valley.....	336 21	504 19	890 40	578 48	1,152 93	1,731 41
Utica, Clinton and Binghamton.....	238 50	229 50	457 00	192 00	182 00	374 00
Utica, Ithaca and Elmira.....	33 40	33 51	66 91	3,399 09	4,154 45	7,553 54
Valley.....	46 80	57 20	104 00	181 90	181 20	363 10
Wallkill Valley.....	16 12	16 13	32 25	800 00	540 00	1,340 00
Warwick Valley.....	121 00	182 00	303 00	500 00	500 00	1,000 00
Warwick Valley.....	15 50	15 50	31 00	.....	.....	.....
	\$18,734 09	\$41,884 85	\$60,668 94	\$281,945 98	\$604,538 21	\$986,535 19

a In preceding.

TABLE F — (Continued).

NAME OF ROAD.	(72)		
	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$2,492 82	\$2,322 25	\$4,815 07
Albany and Susquehanna.....	25,312 20	77,030 85	102,343 05
Atlantic and Great Western.....	140,280 76	488,114 36	628,395 12
Bath and Hammondport.....	323 00	284 00	607 00
Boston and Albany.....	179,982 81	648,683 20	828,666 01
Brooklyn, Bath and Coney Island.....	6,898 04	.....	6,898 04
Brooklyn, Flatbush and Coney Island.....	3,371 70	217 83	3,589 53
Brooklyn and Rockaway Beach.....	15,029 32	15,029 32	30,058 64
Buffalo, Corry and Pittsburgh.....	.....	27 15	27 15
Buffalo Creek.....	.....	217 83	217 83
Buffalo and Jamestown.....	1,828 09	3,855 92	5,684 01
Buffalo and Southwestern.....	7,311 05	3,625 37	10,936 42
Buffalo, New York and Philadelphia.....	9,782 07	13,020 29	22,802 36
Cayuga Southern.....	2,095 05	39,363 27	41,458 32
Cayuga and Susquehanna.....	2,618 07	4,076 01	6,694 08
Cazenovia, Canastota and De Kayter.....	5,518 00	5,510 68	11,028 68
Chemung.....	3,208 26	518 60	3,726 86
Glove Branch.....	35 30	11,803 90	11,839 20
Coopersburg and Susquehanna Valley.....	1,231 63	282 38	1,514 01
Corning, Cowanesque and Antrim.....	8,211 04	213 64	8,424 68
Dunkirk, Allegany Valley and Pittsburgh.....	9,467 00	73,899 53	83,366 53
Elmira, Jefferson and Canandaigua.....	6,284 47	23,372 10	29,656 57
Elmira State Line.....	12,845 13	24,397 47	37,242 60
Elmira and Williamsport.....	1,711 48	30,820 09	32,531 57
Erie.....	265,008 35	7,076 37	272,084 72
Fonda, Johnstown and Gloversville.....	4,291 33	1,059,261 50	1,063,552 83
Geneva, Ithaca and Sayre.....	12,719 18	2,137 83	14,857 01
Greene.....	716 56	28,160 48	28,877 04
Greenwich and Johnsonville.....	66 62	439 19	505 81
Harlem Extension.....	4,898 89	14 32	4,913 21
Lake Champlain and Moriah.....	.....	4,616 29	4,616 29
Lake Shore and Michigan Southern.....	17,245 48	6,055 79	23,301 27
Long Island.....	64,801 35	1,022,519 18	1,087,320 53
Marine.....	83 00	64,801 26	64,884 26
Middleburgh and Schoharie.....	220 50	.....	220 50
Middletown and Crawford.....	165 03	99 51	264 54
Metropolitan Elevated.....	1,375 70	1,375 70

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Newburgh, Dutchess and Connecticut.....	4,904 07	8,721 87	13,065 44
New Jersey and New York.....	10,373 70	3,050 31	13,423 10
New York Central and Hudson River.....	297,040 16	2,079,981 87	2,377,021 03
New York Electric.....	126,157 21	.....	22,018 09
New York, Lake Erie and Western.....	3,222 32	404,532 70	630,280 91
New York, Lake Manhattan Beach.....	180,635 20	3,722 32	317,407 63
New York, Lake Ontario and Hartford.....	21,065 29	136,342 43	73,076 05
New York, New Oswego and Hartford.....	14,357 65	61,077 11	65,434 75
Ogdensburg and Lake Champlain.....	771 25	600 98	1,372 23
Olean, Bradford and Warren.....	873 20	3,433 04	4,305 24
Ontario Southern.....	10,479 31	20,408 80	30,885 11
Oswego and Syracuse.....	1,230 63	1,080 78	2,311 41
Port Jervis and Monticello.....	3,475 14	3,550 69	7,024 73
Poughkeepsie, Hartford and Boston.....	61,332 46	101,321 91	163,714 40
Rensselaer and Saratoga.....	1,438 31	4,508 07	5,936 38
Rhinebeck and Connecticut.....	4,212 09	7,110 39	11,322 48
Rochester and State Line.....	531 83	379 17	911 00
Rome and Clinton.....	50,523 33	71,650 78	122,101 11
Rome, Watertown and Ogdensburg.....	228 85	218 18	447 03
Schoharie Valley.....	43 98	43 98	87 96
Silver Lake.....	245 58	115 35	360 93
Skaneateles.....	11,718 57	24,574 61	36,293 18
Southern Central.....	.....	124 85	124 85
Southfield Branch.....	8,406 19	.....	8,406 19
Staten Island.....	18,411 81	5,131 60	5,131 60
Sterling Mountain.....	6,189 47	70,840 10	80,251 91
Syracuse, Binghamton and New York.....	.....	5,902 42	12,041 80
Syracuse, Chenango and New York.....	13,337 07	1,447 69	1,447 69
Syracuse, Geneva and Corning.....	7,273 06	32,063 17	50,320 24
Troy and Boston.....	13,159 40	13,484 52	20,758 43
Utica and Delaware.....	8,818 81	15,835 91	28,905 31
Utica, Chenango and Susquehanna Valley.....	1,418 24	5,047 93	13,866 74
Utica, Clinton and Binghamton.....	7,297 52	1,011 08	9,429 32
Utica, Ithaca and Elmira.....	2,586 34	5,700 90	12,968 43
Valley.....	1,884 20	13,545 90	16,152 24
Wallkill Valley.....	.....	2,660 85	4,545 05
	\$2,460,812 25	\$6,823,773 45	\$9,283,681 70

TABLE G.
COST OF OPERATING THE ROADS.

NAME OF ROAD.	(73)			(74)		
	Office expenses, stationery, etc. Allotted to			Agents and clerks. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$254 51	\$254 52	\$509 03	\$2,969 82	\$2,969 81	\$5,939 63
Albany and Susquehanna.....	4,072 97	4,211 05	8,284 02	10,010 78	38,682 68	48,693 46
Atlantic and Great Western.....	22,422 28	15,746 10	38,168 38	41,777 53	78,026 60	120,804 03
Bach and Hammondsport.....	7,187 31	3,877 50	11,064 81	163,675 31	506,200 69	669,875 98
Boston and Albany.....	5,257 73	18,858 73	24,116 46	<i>a</i>	<i>a</i>	<i>a</i>
Brooklyn, Bath and Coney Island.....	5,557 55	136 17	5,693 72	3,964 23	3,964 23	7,958 46
Brooklyn, Flatbush and Coney Island.....	1,357 38	301 26	1,658 64	4,304 23	1,302 73	5,606 96
Buffalo and Jamestown.....	1,370 71	1,766 71	3,137 42	4,321 66	6,242 51	10,564 17
Buffalo and Southwestern.....	311 82	531 36	843 18	2,830 83	28,732 55	31,563 38
Buffalo, New York and Philadelphia.....	163 44	484 99	648 43	2,636 24	4,010 72	6,646 96
Cayuga Southern.....	262 56	262 27	524 83	1,409 22	1,809 42	3,218 64
Cayuga and Susquehanna.....	33 08	33 09	66 17	1,896 67	1,266 67	3,163 34
Cazenovia, Canastota and De Ruyter.....	862 18	2,457 34	3,319 52	4,153 67	5,063 57	9,217 24
Chemung.....	30 31	147 02	177 33	31 60	495 46	527 06
Clove Branch.....	11 75	11 76	23 51	914 25	818 25	1,732 50
Cooperstown and Susquehanna Valley.....	372 12	372 12	744 24	516 66	4,040 97	4,557 63
Cortland, Cowanesque and Antwerp.....	435 48	2,606 94	3,042 42	6,140 10	21,288 77	27,428 87
Dunkirk, Allegany Valley and Pittsburgh.....	2,957 04	6,296 31	9,253 35	2,468 23	7,839 49	10,307 72
Elmira, Jefferson and Canadawaga.....	2,509 66	5,091 53	7,601 19	2,712 31	5,451 43	8,163 74
Elmira State Line.....	334 00	1,021 63	1,355 63	321 43	945 31	1,266 74
Elmira and Williamsport.....	89,579 40	207,807 88	297,387 28	193,121 31	453,361 72	646,482 93
Errie.....	255 60	326 20	581 80	5,369 41	3,121 46	8,490 87
Fonda, Johnstown and Gloversville.....	659 01	1,796 74	2,455 75	8,351 11	18,031 29	26,382 40
Geneva, Elmore and Syracuse.....	18 70	97 20	115 90	410 25	820 53	1,230 78
Greene.....	1,057 63	187 79	1,245 42	697 71	1,017 71	1,715 42
Greenwich and Johnsonville.....	42,335 36	163 11	42,498 47	3,995 26	2,165 72	6,161 98
Lake Champlain and Meriah.....	8,221 31	106,188 03	114,409 34	467,562 90	1,115,429 89	1,582,992 79
Lake Shore and Michigan Southern.....	81 10	6,142 63	6,223 73	41,360 33	11,700 31	53,060 64
Long Island.....	12 25	12 25	24 50	<i>a</i>	<i>a</i>	<i>a</i>
Marine.....	17,161 26	58 21	17,219 47	300 00	370 18	670 18
Madisonburgh and Schoharie.....	1,157 29	3,411 72	4,569 01	2,125 44	6,386 81	8,512 25
Madisonville and Crawford.....	1,157 29	3,411 72	4,569 01	2,125 44	6,386 81	8,512 25
Metropolitan Elevated.....	1,157 29	3,411 72	4,569 01	2,125 44	6,386 81	8,512 25
Newburgh, Dutchess and Connecticut.....	1,157 29	3,411 72	4,569 01	2,125 44	6,386 81	8,512 25

RAILROAD REPORT.

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New Jersey and New York.....	1,060 00	4,409 04	12,634 79	4,308 36	16,883 05
New York and Hudson River.....	18,946 50	61,945 00	318,870 00	798,632 30	1,027,127 85
New York, Lake Erie and Western.....	40,720 61	135,439 66	31,027 37	.....	294,913 15
New York and Manhattan Beach.....	4,350 00	136,110 00	70,070 05	2,023 65	124,913 15
New York, New Haven and Hartford.....	27,170 41	3,561 04	11,311 71	74,030 43	134,904 35
New York and Oswego Midland.....	7,213 41	0,501 97	60,113 85	74,030 68	39,924 05
Ogdensburg and Lake Champlain.....	704 08	10,820 11	18,083 92	43,801 80	39,378 41
Orlean, Bradford and Warren.....	.....	3,360 14	7,201 90	31,056 01	3,069 86
Ontario Southern.....	.....	528 63	1,684 19	1,684 19	1,872 74
Oswego and Syracuse.....	.....	501 51	1,037 85	1,215 50	9,611 03
Port Jervis and Syracuse.....	.....	700 58	1,507 02	3,065 84	5,408 70
Poughkeepsie and Monticello.....	.....	160 28	.....	500 00	1,200 00
Poughkeepsie, Hartford and Boston.....	.....	548 34	8,401 00	4,200 79	12,002 39
Rensselaer and Saratoga.....	.....	10,472 86	22,522 69	51,058 61	77,417 12
Rhineland and Connecticut.....	.....	1,195 86	168 38	2,603 61	2,853 90
Rochester and State Line.....	.....	6,488 67	2,814 79	8,414 40	11,259 19
Rome and Clinton.....	.....	58 50	826 42	826 43	1,032 40
Rome, Watertown and Ogdensburg.....	.....	3,758 45	24,500 28	49,018 58	73,527 86
Schoharie Valley.....	.....	.....	210 00	210 00	420 00
Skaneateles.....	.....	.....	377 50	377 50	755 00
Southern Central.....	2,018 01	6,054 04	9,223 45	14,817 87	24,040 35
Southern Branch.....	.....	.....	.....	.....	.....
Staten Island.....	603 60	603 60	.....	.....	.....
Sterling Mountain.....	.....	2,460 00	.....	.....	.....
Syracuse, Binghamton and New York.....	961 80	1,923 91	10,650 54	10,650 55	21,301 09
Syracuse, Chenango and New York.....	791 30	1,560 48	2,415 94	2,415 94	4,831 88
Syracuse, Geneva and Corning.....	412 53	4,195 35	2,252 31	6,636 63	8,888 94
Troy and Boston.....	1,751 74	2,558 17	8,490 26	13,867 22	22,365 48
Utica and Delaware.....	1,472 13	2,914 30	2,431 78	4,863 56	7,296 34
Utica and Black River.....	520 85	4,416 42	6,687 01	9,465 16	16,152 19
Utica, Chenango and Susquehanna Valley.....	584 02	1,156 24	4,907 52	9,773 10	14,769 63
Utica, Clinton and Binghamton.....	156 53	312 47	2,203 80	2,203 81	4,407 61
Utica, Ithaca and Elmira.....	4,474 72	5,409 11	4,197 61	5,130 42	9,328 03
Valley.....	41 55	3,373 80	2,679 47	2,679 47	5,358 18
Walkill Valley.....	1,578 72	2,353 11	1,555 08	2,392 62	3,987 70
Warwick Valley.....	636 36	1,273 81	1,106 50	1,106 50	2,313 00
	\$361,321 12	\$949,949 27	\$1,063,189 42	\$3,640,974 77	\$5,304,102 19

* Includes train and station supplies.

a In preceding.

TABLE G—(Continued).

NAME OF ROAD.	(75)		(76)	
	Labor, loading and unloading Freight. Allocated to		Porters, watchmen, and switchtenders. Allocated to	
	Freight transportation.	Total.	Passenger transportation.	Freight transportation. Total.
Adirondack	\$1,590 93	\$1,590 93	\$74 02	\$74 03
Albany and Susquehanna	9,763 82	9,763 82	5,383 32	11,908 00
Atlantic and Great Western	71,994 59	71,994 59	2,407 08	27,681 45
Bath and Hammondsport	a	100 00	44,218 02	116,146 25
Boston and Albany .....	.....	.....	4,175 90	.....
Brooklyn, Bath and Coney Island .....	.....	.....	6,518 03	.....
Brooklyn, Flatbush and Coney Island .....	.....	.....	63 00	.....
Brooklyn and Rockaway Beach .....	.....	.....	.....	3,088 33
Buffalo Creek .....	.....	.....	123 06	188 34
Buffalo and Jamestown	1,320 81	1,320 81	568 06	1,362 00
Buffalo and Southwestern	3,578 61	3,578 61	3,239 56	9,718 66
Buffalo, New York and Philadelphia	5,148 29	5,148 29	856 93	689 84
Cayuga Southern .....	.....	.....	131 96	131 96
Cayuga and Susquehanna	2,420 94	2,420 94	420 00	420 00
Cazenovia, Canastota and De Ruyter .....	.....	.....	1,790 03	3,191 70
Chemung	1,638 86	1,638 86	18 37	349 13
Clove Branch .....	.....	.....	1,293 76	2,671 62
Dunkirk, Allegheny Valley and Pittsburgh	3,512 15	3,502 16	3,231 08	6,166 92
Elmira, Jefferson and Canaduaigua	440 75	440 75	540 00	540 00
Elmira State Line	1,225 93	1,225 93	425 29	1,328 73
Elmira and Williamsport	594,219 64	594,219 64	44,038 83	186,067 71
Erie	2,493 51	2,493 51	.....	.....
Fonda, Johnstown and Gloversville .....	.....	.....	224 19	896 77
Geneva, Ithaca and Sayre	310 90	310 90	130 62	261 25
Greene	2,024 12	2,024 12	a	a
Greenwich and Johnsonville .....	.....	.....	242 75	486 12
Harlem Extension .....	.....	.....	.....	1,061 04
Lake Champlain and Moriah .....	.....	.....	a	a
Lake Shore and Michigan Southern .....	.....	.....	35,741 14	35,741 14
Long Island	a	81,490 42	.....	.....
Marine	84,490 42	81,490 42	58 34	71,482 28
Middleburgh and Schoharie .....	.....	.....	72 00	144 00
Middletown and Crawford	325 00	325 00	178 82	356 65
Metropolitan Elevated	178 33	178 33
.....	35,640 74	35,640 74

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New England, Dutch New York and Connecticut	9,433 37	6,039 08	9,433 37	6,039 08	9,433 37	6,039 08
New England and New York	1,110,450 30	1,065,903 74	1,110,450 30	1,065,903 74	1,110,450 30	1,065,903 74
New Jersey and New York	258,360 00	258,360 00	258,360 00	258,360 00	258,360 00	258,360 00
New Jersey and New York	1,401 46	1,401 46	1,401 46	1,401 46	1,401 46	1,401 46
New York Central and New York	9,062 93	9,062 93	9,062 93	9,062 93	9,062 93	9,062 93
New York Central and New York	9,401 36	9,401 36	9,401 36	9,401 36	9,401 36	9,401 36
New York Central and New York	7,903 47	7,903 47	7,903 47	7,903 47	7,903 47	7,903 47
New York Central and New York	2,719 70	2,719 70	2,719 70	2,719 70	2,719 70	2,719 70
New York Central and New York	8,341 00	8,341 00	8,341 00	8,341 00	8,341 00	8,341 00
New York Central and New York	420 00	420 00	420 00	420 00	420 00	420 00
New York Central and New York	25,197 95	25,197 95	25,197 95	25,197 95	25,197 95	25,197 95
New York Central and New York	847 18	847 18	847 18	847 18	847 18	847 18
New York Central and New York	426 01	426 01	426 01	426 01	426 01	426 01
New York Central and New York	15,706 61	15,706 61	15,706 61	15,706 61	15,706 61	15,706 61
New York Central and New York	10 00	10 00	10 00	10 00	10 00	10 00
New York Central and New York	81 77	81 77	81 77	81 77	81 77	81 77
New York Central and New York	9,631 55	9,631 55	9,631 55	9,631 55	9,631 55	9,631 55
New York Central and New York	12,106 05	12,106 05	12,106 05	12,106 05	12,106 05	12,106 05
New York Central and New York	311 00	311 00	311 00	311 00	311 00	311 00
New York Central and New York	19,012 47	19,012 47	19,012 47	19,012 47	19,012 47	19,012 47
New York Central and New York	1,264 30	1,264 30	1,264 30	1,264 30	1,264 30	1,264 30
New York Central and New York	7,128 26	7,128 26	7,128 26	7,128 26	7,128 26	7,128 26
New York Central and New York	3,730 68	3,730 68	3,730 68	3,730 68	3,730 68	3,730 68
New York Central and New York	1,136 05	1,136 05	1,136 05	1,136 05	1,136 05	1,136 05
New York Central and New York	659 51	659 51	659 51	659 51	659 51	659 51
New York Central and New York	516 16	516 16	516 16	516 16	516 16	516 16
New York Central and New York	2,073 07	2,073 07	2,073 07	2,073 07	2,073 07	2,073 07
New York Central and New York	600 00	600 00	600 00	600 00	600 00	600 00
New York Central and New York	\$2,336,004 95	\$2,336,004 95	\$2,336,004 95	\$2,336,004 95	\$2,336,004 95	\$2,336,004 95
New York Central and New York	\$1,010,797 65	\$1,010,797 65	\$1,010,797 65	\$1,010,797 65	\$1,010,797 65	\$1,010,797 65

^a In preceding tables.

TABLE G — (Continued).

NAME OF ROAD.	(77)			(78)		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	138 00	153 00	306 00	1,292 71	1,292 72	2,585 43
Albany and Susquehanna.....	1,284 42	2,893 20	4,108 53	15,593 96	27,623 63	43,206 01
Albany and Great Western.....	5,263 56	10,644 47	15,908 02	65,471 20	242,202 96	307,674 15
Bath and Haverhill.....	.....	.....	.....	555 00	555 00	1,050 00
Boston and Albany.....	.....	25,206 25	34,776 43	102,447 00	272,446 50	374,893 50
Brooklyn, Bath and Cape Cod.....	.....	.....	.....	4,785 93	.....	4,785 93
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	3,657 59	.....	3,657 59
Brooklyn and Rockaway Beach.....	.....	.....	.....	611 42	.....	611 42
Buffalo and Jamestown.....	.....	.....	.....	1,101 44	.....	1,089 50
Buffalo and Southwestern.....	.....	.....	.....	5,608 78	.....	12,004 79
Buffalo, New York and Philadelphia.....	.....	.....	.....	8,497 64	.....	27,816 75
Camden Southern.....	.....	2,014 00	3,485 33	8,497 64	.....	12,550 19
Cattaraugus and Susquehanna.....	.....	497 06	994 13	2,402 00	.....	4,428 28
Chenango, Catskills and De Ruyter.....	.....	.....	.....	480 00	.....	980 00
Chenango.....	.....	506 29	677 72	8,257 88	.....	11,303 31
Clove Branch.....	106 43	10 70	11 26	65 15	.....	1,803 38
Cornwall and Susquehanna Valley.....	.....	.....	.....	692 50	.....	1,240 00
Cornwall, Cornwall and Androm.....	.....	.....	.....	2,472 33	.....	24,733 33
Dunkirk, Allegany Valley and Pittsburgh.....	.....	.....	.....	8,242 49	.....	31,317 71
Elmira, Johnson and Canandaigua.....	.....	.....	.....	11,795 83	.....	16,886 86
Elmira and Williamsport.....	555 45	1,666 37	2,321 82	11,795 83	.....	23,591 66
Elmira.....	315 00	815 00	680 00	1,957 01	.....	2,394 81
Elmira and Williamsport.....	37 16	108 65	108 65	202,423 23	.....	571,732 90
Geneva, Johnson and Gloversville.....	9,590 47	28,771 31	38,361 78	3,009 26	.....	4,298 94
Geneva, Ithaca and Sayre.....	.....	.....	.....	10,386 28	.....	46,717 65
Geneva.....	44 87	68 12	133 99	667 97	.....	932 94
Harlem Extension.....	.....	.....	.....	1,134 04	.....	1,000 91
Lake Champlain and Moriah.....	.....	.....	.....	108,262 84	.....	2,578 09
Long Shore and Michigan Southern.....	.....	.....	.....	42,806 08	.....	4,580 97
Long Island.....	.....	.....	.....	217 84	.....	887,471 10
Long Island.....	.....	.....	.....	200 00	.....	42,806 08
Middleburgh and Schoharie.....	.....	.....	.....	.....	.....	217 84
Middleburgh and Crawford.....	.....	.....	.....	.....	.....	200 00
Metropolitan Elevated.....	.....	.....	.....	825 67	.....	885 67
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	36,813 24	.....	86,843 24
New Jersey and New York.....	185 57	566 70	742 27	1,516 95	.....	4,606 73
New York Central and Hudson River.....	383 78	127 93	511 71	9,240 14	.....	12,320 19
New York Elevated.....	15,477 41	34,448 73	49,927 14	297,186 06	704,060 96
.....	79,028 85	79,028 85

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New York, Lake Erie and Western.....	4,770 89	14,309 85	10,109 14	108,100 82	974,404 01	377,707 00
New York and Manhattan Beach.....	6,770 41	4,067 60	41,000 07	6,079 93	70,070 24	6,004 20
New York, New Haven and Hartford.....	9,075 10	4,067 60	41,000 07	13,063 84	90,000 75	20,000 00
New York and Oswego Millroad.....	1,000 15	2,000 32	1,000 15	1,000 15	1,000 15	1,000 15
Oneida, Hamilton and Lake Champlain.....	907 75	1,000 15	1,000 15	1,000 15	1,000 15	1,000 15
Ontario, Brantford and Warren.....	43 04	307 40	40 08	1,479 55	1,479 55	9,434 31
Ontario and Syracuse.....	4,000 28	0,013 93	147 60	811 40	1,000 15	7,333 75
Port Jervis and Monticello.....	.....	.....	10,023 21	3,570 15	3,553 60	3,550 60
Port Jervis and Monticello.....	.....	.....	.....	1,850 00	1,106 40	1,106 40
Poughkeepsie, Hartford and Boston.....	.....	.....	.....	30,173 38	36,021 71	65,165 35
Poughkeepsie and Saratoga.....	.....	.....	.....	943 41	8,223 95	3,477 26
Rhinebeck and State Line.....	.....	.....	.....	2,141 80	6,435 67	8,567 36
Rochester and State Line.....	.....	.....	.....	795 29	016 84	1,712 13
Rome and Clinton.....	.....	.....	.....	10,069 75	32,100 53	48,209 29
Schenectady Valley.....	.....	.....	.....	600 09	600 09	1,380 00
Skaneateles.....	.....	.....	.....	360 14	360 14	732 28
Southern Central.....	.....	.....	.....	450 00	450 00	900 00
Southern Branch.....	.....	.....	.....	7,965 36	15,709 71	23,704 97
Staten Island.....	.....	.....	.....	.....	.....	.....
Sterling Mountain.....	.....	.....	.....	6,044 05	.....	6,044 05
Syracuse, Binghamton and New York.....	.....	.....	.....	6,965 65	8,151 54	16,177 19
Syracuse, Chenango and New York.....	.....	.....	.....	1,906 09	1,906 09	3,812 18
Syracuse, Geneva and Corning.....	.....	.....	.....	2,714 50	2,714 50	5,429 00
Troy and Boston.....	.....	.....	.....	5,206 52	8,494 96	13,701 55
Utster and Delaware.....	.....	.....	.....	2,330 05	4,660 10	6,990 15
Utica and Black River.....	.....	.....	.....	6,864 76	3,773 48	12,638 24
Utica, Chenango and Susquehanna Valley.....	.....	.....	.....	8,015 63	9,965 49	18,011 12
Utica, Clinton and Binghamton.....	.....	.....	.....	2,120 77	2,444 94	4,565 71
Utica, Ithaca and Elmira.....	.....	.....	.....	3,091 28	4,520 66	8,211 94
Valley.....	.....	.....	.....	711 72	7,962 98	8,863 93
Wallkill Valley.....	.....	.....	.....	560 56	1,486 94	3,742 35
Warwick Valley.....	.....	.....	.....	125 09	.....	.....
	\$78,035 92	\$156,009 46	\$234,045 38	\$1,419,114 89	\$2,817,518 63	\$4,236,633 22

a In preceding.

TABLE G — (Continued).

NAME OF ROAD.	(77)			(78)		
	Wood and water station attendance. Allotted to			Conductors, baggage and brakemen. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack	153 00	153 00	306 00	1,262 71	1,262 72	2,525 43
Albany and Susquehanna	1,284 63	2,882 29	4,166 93	15,883 94	27,622 63	43,506 61
Atlantic and Great Western	3,293 55	10,614 47	13,908 02	65,471 20	242,292 05	307,674 15
Bath and Hammondsport .....	.....	.....	.....	65,471 20	242,292 05	307,674 15
Boston and Albany .....	.....	.....	.....	102,447 00	273,446 50	374,893 50
Brooklyn, Bath and Coney Island .....	.....	.....	.....	4,785 03	.....	4,785 03
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	3,657 59	.....	3,657 59
Brooklyn and Rockaway Beach .....	.....	.....	.....	611 42	.....	611 42
Buffalo and Jamestown .....	.....	.....	.....	1,089 50	.....	1,089 50
Buffalo and southwestern .....	.....	.....	.....	5,508 78	.....	5,508 78
Buffalo, New York and Philadelphia .....	.....	.....	.....	7,109 01	.....	7,109 01
Cayuga Southern	871 33	2,614 00	3,485 33	6,954 19	20,862 56	27,816 75
Cayuga and Susquehanna .....	.....	.....	.....	3,497 64	9,082 55	12,580 19
Cazenovia, Canastota and De Ruyter	497 06	497 06	994 12	2,492 00	9,039 26	11,531 26
Chamung .....	.....	.....	.....	480 00	.....	480 00
Clove Branch	169 43	508 29	677 73	3,257 38	7,945 93	11,203 31
Cooperstown and Susquehanna Valley	55	10 70	11 25	65 15	1,238 23	1,303 38
Corning, Cowanesque and Anttrim .....	.....	.....	.....	622 30	.....	622 30
Dunkirk, Allegany Valley and Pittsburgh .....	.....	.....	.....	9,472 33	22,951 09	32,423 33
Elmira, Jefferson and Cananadaga	555 45	1,666 37	2,221 82	8,242 49	23,075 23	31,317 71
Elmira State Line	315 00	315 00	630 00	16,880 85	.....	16,880 85
Elmira and Williamsport	27 16	81 49	108 65	11,795 83	11,795 83	23,591 66
Erie	9,369 47	28,771 31	38,140 78	1,027 60	1,267 01	2,294 61
Fonda, Johnstown and Gloversville .....	.....	.....	.....	292,423 23	571,732 90	774,156 13
Geneva, Ithaca and Sayre	44 87	89 12	133 99	3,079 26	1,269 68	4,348 94
Greene .....	.....	.....	.....	10,585 22	46,717 63	57,302 85
Harlem Extension .....	.....	.....	.....	1,131 04	2,378 09	3,509 13
Lake Champlain and Moriah .....	.....	.....	.....	.....	4,589 97	4,589 97
Lake Shore and Michigan Southern .....	.....	.....	.....	158,372 24	357,471 10	515,843 34
Long Island .....	.....	.....	.....	42,496 68	42,806 08	85,302 76
Manice	3,037 00	3,037 61	6,074 61	217 34	.....	217 34
Middleburgh and Schoharie .....	.....	.....	.....	299 00	.....	299 00
Middletown and Crawford .....	.....	.....	.....	825 67	.....	825 67
Middletown Elevated .....	.....	.....	.....	36,819 24	.....	36,819 24
Newburgh, Dutchess and Connecticut	185 57	566 70	752 27	9,510 05	4,066 78	13,576 83
New York and New York .....	.....	.....	.....	9,340 11	3,980 05	13,320 16
New York Central and Hudson River	16,477 41	34,449 73	50,927 14	227,136 00	527,830 80	754,966 80
New York Elevated	79,028 85	79,028 85

NAME OF ROAD.

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New York, Lake Erie and Western	4,770 99	14,999 90	10,110 17	152,102 92	874,604 61	877,707 00
New York and Hudson and Hartford	744 41	4,197 11	14,199 00	143,078 16	70,375 24	70,375 24
New York and Oswego Railroad	1,850 18	3,904 93	4,940 87	18,163 83	30,163 15	30,163 15
New York and Lake Champlain	587 75	1,141 44	1,400 53	4,511 55	1,470 60	23,707 05
Glenn, Bradford and Warren	59 70	1,141 44	60 08	1,470 55	1,470 60	3,041 81
Ontario Southern	40 30	6,013 98	147 60	111 40	1,624 93	3,434 39
Ontario and Syracuse	4,000 28	6,013 98	10,023 31	8,270 15	1,043 00	7,828 75
Port Jervis and Monticello	3,036 72	0,491 89	10,128 11	2,354 00	1,446 40	3,206 40
Poughkeepsie, Hartford and Boston	30 03	306 97	429 00	30,173 58	1,106 00	3,500 00
Rhinebeck and Saratoga	128 42	346 24	514 00	943 41	8,233 95	68,163 35
Rhinebeck and Connecticut	24 22	34 22	48 44	2,141 89	6,435 67	8,477 36
Rochester and State Line	943 33	1,883 08	2,830 01	7,955 20	016 84	1,713 13
Rome and Clinton	30 00	30 00	30 00	16,090 78	82,199 53	45,296 29
Rome, Watertown and Ogdensburg	131 23	263 43	393 05	690 00	600 00	1,380 00
Schenario Valley	30 00	30 00	60 00	866 14	366 14	732 98
Silver Lake	131 23	263 43	393 05	450 00	450 00	900 00
Skaneateles	30 00	30 00	60 00	7,985 26	15,709 71	23,704 97
Southern Central	1,693 02	1,003 02	3,206 04	6,995 65	8,181 54	16,177 19
Southfield Branch	156 28	156 28	310 57	1,906 09	1,906 09	3,812 18
Staten Island	844 00	1,377 06	2,821 06	2,714 50	2,714 50	2,714 50
Sterling Mountain	96 66	193 34	290 00	6,206 59	13,701 55	13,701 55
Syracuse, Binghamton and New York	635 98	1,071 93	1,607 96	2,330 05	8,494 96	6,990 15
Syracuse, Chenango and New York	64 58	64 58	129 16	6,864 76	4,660 10	12,638 24
Syracuse, Geneva and Corning	71 17	610 55	1,607 96	8,015 63	5,773 43	9,995 49
Troy and Boston	104 22	156 34	189 16	2,130 77	2,414 94	18,011 12
Troy and Delaware	68 50	62 50	125 00	8,691 23	4,580 66	4,565 71
Utica and Black River	71 17	610 55	1,607 96	2,130 77	2,414 94	8,211 91
Utica, Chenango and Susquehanna Valley	104 22	156 34	189 16	8,691 23	4,580 66	8,838 93
Utica, Clinton and Binghamton	68 50	62 50	125 00	1,496 94	2,245 41	3,742 35
Utica, Ithaca and Elmira	71 17	610 55	1,607 96	2,130 77	2,414 94	8,211 91
Valley	104 22	156 34	189 16	8,691 23	4,580 66	8,838 93
Wallkill Valley	68 50	62 50	125 00	1,496 94	2,245 41	3,742 35
Warwick Valley	71 17	610 55	1,607 96	2,130 77	2,414 94	8,211 91
Warwick Valley	68 50	62 50	125 00	1,496 94	2,245 41	3,742 35
	\$78,035 92	\$156,009 46	\$234,045 83	\$1,419,114 89	\$2,817,518 63	\$4,236,633 22

a In preceding.

TABLE G—(Continued).

NAME OF ROAD.	(79)			(80)		
	Passenger transportation.	Freight transportation.	Total.	Fuel, cost and labor of preparing for use.	Freight transportation.	Total.
Adirondack	\$668 45	\$968 45	\$1,636 90	\$1,919 19	\$1,919 20	\$3,838 39
Albany and Susquehanna	14,066 94	36,417 21	50,484 15	19,565 29	45,593 49	65,158 78
Atlantic and Great Western	57,711 49	169,384 08	227,095 57	50,112 01	162,296 53	212,408 54
Bath and Hammond-port	410 00	400 00	810 00	340 00	340 15	680 15
Boston and Albany	82,469 98	237,355 53	319,825 51	157,556 19	414,128 10	571,684 29
Brooklyn, Bath and Coney Island	a	.....	a	4,430 82	.....	4,430 82
Brooklyn, Flatbush and Coney Island	3,395 63	.....	3,395 63	6,920 78	.....	6,920 78
Brooklyn and Rockaway Beach	1,030 00	.....	1,030 00	.....	.....	.....
Buffalo Creek	.....	2,531 07	2,531 07	.....	3,595 24	3,595 24
Buffalo and Jamestown	1,147 41	1,785 21	2,932 62	2,690 22	4,089 41	6,729 63
Buffalo and Southwestern	5,746 20	7,406 00	13,152 20	7,689 86	9,911 11	17,600 97
Buffalo, New York and Philadelphia	10,121 76	30,495 38	40,617 14	9,290 33	27,871 00	37,161 33
Cayuga Southern	.....	.....	.....	3,349 13	5,521 25	8,870 38
Cayuga and Susquehanna	2,751 90	2,106 06	4,857 96	3,922 61	3,922 61	7,845 22
Cazenovia	943 00	1,086 00	2,029 00	1,111 28	1,111 28	2,222 56
Chemung	2,250 67	9,067 37	10,318 04	2,290 93	7,409 84	9,700 77
Chlor Branch	67 39	1,280 50	1,347 89	66 36	1,260 92	1,327 28
Cooperstown and Susquehanna Valley	823 75	823 75	1,647 50	892 15	892 14	1,784 29
Corning, Cowanesque and Antirio	3,343 51	30,691 06	34,034 57	2,631 65	22,784 89	25,416 54
Dunkirk, Allegheny Valley and Pittsburgh	6,053 00	18,791 71	24,844 71	6,566 45	23,838 10	30,404 55
Elmira, Jefferson and Canadatego	4,521 35	16,134 75	20,656 11	4,900 05	15,738 33	20,638 38
Elmira State Line	9,808 47	9,808 47	19,796 93	7,110 03	7,110 03	14,220 06
Elmira and Williamsport	195 69	883 78	1,079 47	813 43	3,061 38	3,874 81
Erie	126,887 51	476,021 14	602,908 65	123,085 69	537,351 39	660,436 99
Fonda, Johnstown and Gloversville	3,200 35	2,123 57	5,323 92	4,678 75	3,105 83	7,784 58
Geneva, Ithaca and Sayre	a	a	a	6,480 00	25,920 00	32,400 00
Geneva	622 57	731 37	1,353 94	1,226 39	2,512 70	3,769 69
Greenwich and Johnstown	a	a	a	886 84	886 84	1,773 68
Harlem Extension	1,045 42	3,137 26	4,182 68	2,301 34	4,692 68	6,994 02
Lake Champlain and Moriah	186,188 00	5,130 34	191,318 34	.....	9,243 39	9,243 39
Lake Shore and Michigan Southern	36,000 78	444,508 45	480,509 23	293,684 48	680,280 47	929,789 55
Long Island	969 99	36,000 77	36,969 76	57,136 99	57,306 99	114,443 98
Marine	260 00	260 00	520 00	.....	120 00	120 00
Middleburgh and Schoharie	260 00	260 00	520 00	387 50	387 50	775 00
Middleburgh and Crawford	734 50	734 50	1,469 00	524 35	655 42	1,179 77
Metropolitan Elevated	a	.....	a	21,746 15	.....	21,746 15
Newburgh, Dutchess and Connecticut	2,151 55	3,395 09	5,546 64	9,590 61	7,991 98	10,602 59

[illegible]

TABLE G—(Continued).

NAME OF ROAD.	(81)			(82 and 83)		
	Oil and waste for engines and tenders Allotted to			Oil and waste for cars. Allotted to		
	Pas- enger transportation.	Freight transportation.	Total.	Pas- enger transportation.	Freight transportation.	Total.
Albionack.....	\$452 27	\$445 28	\$970 55	a	a	a
Albany and Susquehanna.....	2,439 07	3,036 76	5,475 83	\$3,041 93	a	\$3,041 11
Atlantic and Great Western.....	8,639 04	22,268 00	30,907 04	a	a	a
Bath and Hammond port.....	5,50 00	25 00	75 00	25 00	27 00	52 00
Boston and Albany.....	8,210 31	21,555 43	29,765 74	8,210 31	21,555 44	29,765 75
Brooklyn, Bath and Coney Island.....	1,183 93	.....	1,183 93	a	a	a
Brooklyn, Flatbush and Coney Island.....	262 83	.....	262 83	221 78	.....	221 78
Brooklyn and Rockaway Beach.....	140 00	.....	140 00	34 00	12 00	46 00
Buffalo Creek.....	.....	287 77	287 77	.....	.....	.....
Buffalo and Jamestown.....	386 63	438 53	725 21	.....	.....	.....
Buffalo and Southwestern.....	1,111 49	1,432 54	2,544 03	.....	.....	.....
Buffalo, New York and Philadelphia.....	1,285 45	3,857 84	5,143 29	a	42 50	100 72
Cayuga and Susquehanna.....	578 12	291 56	869 68	a	a	a
Cazenovia, Cantata and De Ruyter.....	169 05	169 05	338 10	152 29	428 05	618 34
Chemung.....	301 22	810 55	1,111 77	a	a	a
Clove Branch.....	7 50	143 28	150 78	a	a	a
Copperstown and Susquehanna Valley.....	90 27	400 28	490 55	a	a	a
Corning, Cwanesque and Antrim.....	87 56	788 04	875 60	230 25	1,275 35	1,505 60
Dunkirk, Allegany Valley and Pittsburgh.....	811 17	2,150 80	2,961 97	618 34	1,106 12	1,724 46
Elmira, Jefferson and Canadawaga.....	604 08	1,680 18	2,284 26	303 71	931 62	1,235 33
Elmira State Line.....	1,549 92	1,549 92	3,099 84	283 26	1,610 19	1,893 45
Elmira and Williamsport.....	401 56	215 44	617 00	58 74	150 28	209 02
Erle.....	10,623 26	38,672 07	49,295 33	12,939 70	41,579 58	54,600 28
Fonda, Johnstown and Gloversville.....	926 82	3,702 26	4,629 08	a	a	a
Geneva, Eliza and Sayre.....	70 15	3,702 26	3,772 41	a	a	a
Greene.....	150 65	70 15	220 80	30 27	5 60	35 87
Greenwich and Johnsonville.....	.....	378 28	378 28	.....	.....	.....
Harlem Extension.....	31,287 00	830 82	32,117 82	.....	248 96	328 86
Lake Champlain and Moriah.....	8,577 15	75,329 25	83,906 40	a	a	a
Lake Shore and Michigan Southern.....	.....	8,312 15	8,312 15	a	a	a
Long Island.....	.....	175 00	175 00	.....	10 00	10 00
Middleburgh and Schoharie.....	.....	60 92	60 92	.....	.....	.....
Middletown and Crawford.....	1,614 81	.....	1,614 81	a	31 20	296 77
Metropolitan Elevated.....	328 31	902 00	1,230 31	203 57	.....	296 77
Newburgh, Dutchess and Connecticut.....	1,363 37	454 45	1,817 82	250 75	301 00
New Jersey and New York.....

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TABLE G—(Continued).

NAME OF ROAD.	(84)			(85)		
	Passenger transportation.	Freight transportation.	Total.	Damages for injuries to persons.	Freight transportation.	Total.
Adirondack.....	\$77 78	\$77 79	\$155 57	.....	.....	.....
Albany and Susquehanna.....	13 83	871 57	885 40	\$1,774 96	\$365 00	\$2,139 96
Atlantic and Great Western.....	22 00	5,977 26	5,999 26	1,203 68	3,890 17	5,093 85
Boston and Albany.....	.....	15,932 38	15,932 38	96,927 61	.....	96,927 61
Brooklyn, Bath and Coney Island.....	.....	.....	.....	.....	50 00	50 00
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	2,069 99	.....	2,069 99
Buffalo Creek.....	.....	.....	.....	.....	325 00	325 00
Buffalo and Jamestown.....	16 13	24 65	40 77	.....	.....	.....
Buffalo and Southwestern.....	86 06	110 91	196 97	.....	.....	.....
Buffalo, New York and Philadelphia.....	123 65	571 00	694 65	7 50	22 50	30 00
Cayuga and Susquehanna.....	24 32	24 33	48 65	.....	.....	.....
Chequamegon.....	.....	146 87	146 87	18 50	.....	18 50
Clove Branch.....	.....	2 20	2 20	.....	.....	.....
Coopersstown and Susquehanna Valley.....	52 29	62 30	104 59	.....	.....	.....
Corning, Cowanesque and Anttrim.....	43 90	.....	43 90	.....	30 00	30 00
Dunkirk, Allegheny Valley and Pittsburgh.....	.....	954 92	954 92	.....	49 00	863 50
Elmira, Jefferson and Canandaigua.....	.....	240 81	240 81	814 50	.....	814 50
Elmira and Williamsport.....	.....	68 72	68 72	.....	.....	.....
Erie.....	154 70	22,855 96	23,010 65	2,873 23	5,259 04	8,122 32
Fonda, Johnstown and Gloversville.....	1,885 25	50 25	1,935 50	a	a	a
Geneva, Ithaca and Sayre.....	8 72	283 92	292 64	29 64	118 56	148 20
Greene.....	.....	17 44	17 44	284 70	570 29	854 99
Harlem Extension.....	.....	15 00	15 00	.....	.....	.....
Lake Champlain and Moriah.....	.....	20,972 74	20,972 74	9,668 72	29 50	29 50
Lake Shore and Michigan Southern.....	8,565 76	158 48	8,724 24	23,071 68	33,340 40	33,340 40
Long Island.....	138 48	316 96	455 44	1,896 72	3,673 43	3,673 43
Middletown and Crawford.....	.....	11 25	11 25	.....	.....	.....
Metropolitan Elevated.....	.....	.....	.....	1,473 33	.....	1,473 33
Newburgh, Dutchess and Connecticut.....	.....	20 46	20 46	.....	.....	.....
New Jersey and New York.....	16 22	5 40	21 62	30 37	10 13	40 50
New York Central and Hudson River.....	748 90	66,517 82	67,266 72	37,887 61	12,629 01	50,516 62
New York Elevated.....	30 00	2,404 43	2,434 43	2,331 59	.....	2,331 59
New York, Lake Erie and Western.....	.....	.....	.....	49 67	556 58	606 25
New York and Manhattan Beach.....	.....	1,700 23	1,700 23	211 59	19 21	230 80
New York, New Haven and Hartford.....	.....	1,064 48	1,064 48	4,182 41	.....	4,182 41
New York and Oswego Midland.....	.....	1,113 49	1,113 49	392 33	.....	392 33
Ogdensburg and Lake Champlain.....	26 62	40 43	67 05
Olean, Bradford and Warren.....	40 42	40 42	65 22	65 22	130 44

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TABLE G—(Continued).

NAME OF ROAD.	(86)		Total.	(87)		Total.
	Damages to property and for cattle killed. Allotted to	General superintendence. Allotted to		Passenger transportation.	Freight transportation.	
	Passenger transportation.	Freight transportation.				
Adirondack	\$532 40	\$1,215 31	\$1,747 71	\$1,000 00	\$1,000 00	\$2,000 00
Albany and Susquehanna	371 87	1,501 84	1,573 71	1,661 75	2,120 24	3,784 99
Atlantic and Great Western				25,743 47	79,243 32	108,986 99
Bath and Hammondport				360 00	360 00	720 00
Boston and Albany	660 69	1,713 56	2,374 25	19,260 40	50,721 44	69,981 84
Brooklyn, Bath and Coney Island				1,515 00		1,515 00
Brooklyn, Flatbush and Coney Island				750 99		750 99
Buffalo Creek		108 00	108 00		2,100 00	2,100 00
Buffalo and Jamestown	47 44	72 56	120 00	863 73	1,351 27	2,185 00
Buffalo and Southwestern	8 74	11 26	20 00	2,511 24	3,236 03	5,747 87
Buffalo, New York and Philadelphia	128 05	384 15	512 20	654 17	1,562 51	2,616 68
Cayuga and Southern	16 97	28 03	45 00			
Cayuga and Susquehanna				1,575 00		1,575 00
Cazenovia				353 33	333 33	686 66
Cazenovia, Canastota and De Ruyter				269 07	518 25	727 32
Chemung				70 00	3,450 00	3,520 00
Clove Branch	17 50	17 50	35 00	460 00	450 00	910 00
Cooperstown and Susquehanna Valley				460 00	4,050 00	4,510 00
Corning, Cowanesque and Antwerp				2,420 33	4,839 67	7,260 00
Dunkirk, Allegheny Valley and Pittsburgh		969 95	969 95	4,465 76	1,107 12	5,572 88
Elmira, Jefferson and Canandaigua				7,497 07	7,497 07	14,994 14
Elmira State Line				74 39	223 16	297 55
Elmira and Williamsport		5,748 50	5,550 08	28,318 81	84,956 43	113,275 24
Eric	811 18	a	a	2,000 00	2,000 00	4,000 00
Fonda, Johnstown and Gloversville				512 59	2,060 34	2,572 93
Geneva, Ithaca and Sayre				48 03	96 08	144 11
Greene	12 70	25 38	38 08	421 25	421 25	842 50
Greenwich and Johnsonville	13 75	13 75	27 50	354 63	739 06	1,093 59
Harlem Extension		633 65	633 65		1,631 72	1,631 72
Lake Champlain and Moriah		77 41	77 41		158,108 21	158,108 21
Lake Shore and Michigan Southern	5,889 19	7,673 55	9,902 74	64,579 41		222,687 62
Long Island	437 77	437 78	875 55			
Metropolitan Elevated				800 00		800 00
Newburgh, Dutchess and Connecticut				1,937 04	5,811 26	7,748 30
New Jersey and New York				1,800 00	2,400 00	4,200 00
New York Central and Hudson River	7,673 46	17,079 64	24,753 10	42,477 61	94,546 97	137,024 58
New York Elevated					4,822 07	4,822 07
New York, Lake Erie and Western	91 88	356 12	478 00	6,690 84	20,072 50	25,763 34

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New York and Manhattan Beach.....	126 80	13 80	146 70	0,564 40	500 41	0,001 90
New York and Oswego Midland.....	18 75	26 44	268 50	12,800 00	7,000 00	21,800 00
New York and Lake Champlain.....	67 50	47 80	135 00	7,130 00	11,004 80	18,134 80
Ogdensburg and Lake Champlain.....	21 12	49 30	135 00	3,307 47	9,116 02	11,350 00
Chenango, Binghamton and Warren.....	75 00	182 00	107 04	1,703 00	207 44	534 88
Chenango Southern.....	403 00	122 00	107 04	3,307 47	2,307 47	5,300 00
Chenango and Syracuse.....	108 31	34 16	406 00	3,000 00	1,000 01	2,100 01
Chert, Jockis and Monticello.....	1,718 30	401 00	162 00	2,000 00	1,000 00	1,300 00
Franklin, Otego and Hartford.....	4 72	62 78	9,182 50	2,000 00	1,000 00	3,000 00
Keesehole and Saratoga.....	268 12	774 88	67 00	2,000 00	2,400 00	2,100 00
Keesehole and Connecticut.....	268 12	774 88	1,032 00	133 00	1,700 00	1,800 00
Keesehole and State Line.....	009 43	35 00	1,032 00	000 00	1,800 00	2,400 00
Rochester and Clinton.....	70 00	1,388 87	25 00	72 00	1,800 00	144 00
Rome and Watertown and Ogdensburg.....	971 78	81 50	2,008 30	1,000 00	3,000 00	4,000 00
Skaneateles.....	70 00	81 50	163 50	1,700 00	750 00	1,400 00
Southern Central.....	59 00	81 50	271 78	1,500 00	3,000 00	4,500 00
Staten Island.....	167 19	65 00	65 00	708 74	708 74	1,007 48
Sterling Mountain.....	141 86	95 00	194 00	537 48	2,812 46	3,749 94
Syracuse, Binghamton and New York.....	336 21	95 00	194 00	800 00	1,200 00	2,000 00
Syracuse, Chenango and New York.....	298 50	95 00	194 00	625 00	1,875 00	2,500 00
Syracuse, Geneva and Corning.....	333 51	95 00	194 00	1,319 80	2,479 87	3,909 95
Troy and Boston.....	46 80	273 79	430 98	000 00	1,200 00	1,800 00
Utica and Bellows.....	16 12	283 74	425 40	1,656 00	2,344 00	4,000 00
Utica and Black River.....	121 00	504 19	407 00	1,576 46	1,182 93	1,729 39
Utica, Chenango and Susquehanna Valley.....	15 50	228 50	63 91	192 00	192 00	384 00
Utica, Clinton and Binghamton.....	15 50	33 51	63 91	3,399 00	4,154 45	7,553 54
Utica, Ithaca and Elmira.....	15 50	57 20	104 00	181 20	181 20	362 40
Valley.....	15 50	16 13	32 25	390 00	540 00	900 00
Wallkill Valley.....	15 50	162 00	308 00	500 00	500 00	1,000 00
Warwick Valley.....	15 50	15 50	31 00	500 00	500 00	1,000 00
Total.....	\$18,784 09	\$41,884 85	\$60,668 94	\$281,945 98	\$604,589 21	\$886,535 19

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TABLE G — (Continued).

NAME OF ROAD.	(88)			(89)		
	Contingencies. Allotted to			Total. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Albion	83,730 47	83,730 47	\$7,400 94	\$12,730 78	\$15,981 61	\$28,712 42
Albion and Susquehanna	13,737 49	21,879 02	35,616 51	91,319 49	198,879 43	300,198 92
Atlantic and Great Western	26,442 41	238,023 37	264,465 78	819,557 41	1,150,131 02	1,969,688 43
Bath and Hammond	7 00	.....	7 00	2,074 50	2,134 65	4,209 15
Boston and Albany	10,835 14	28,333 88	39,169 02	150,193 41	1,727,067 96	2,377,800 30
Brooklyn, Bath and Coney Island	9,508 19	.....	9,508 19	21,907 01	.....	21,907 01
Brooklyn, Flatbush and Coney Island	19,736 97	.....	19,736 97	52,006 25	.....	52,006 25
Brooklyn and Rockaway Beach	9,194 36	.....	9,194 36	13,584 15	.....	13,584 15
Buffalo Creek	11,306 85	11,346 95	22,653 80	11,306 85	11,306 85	22,613 71
Buffalo and Jamestown	.....	1,680 47	1,680 47	.....	15,115 21	15,115 21
Buffalo and Southwestern	11,475 82	4,196 47	15,672 29	10,374 25	17,003 19	27,377 44
Buffalo, New York and Philadelphia	1,857 31	35,724 50	37,581 81	43,806 40	78,387 29	122,193 69
Cayuga Southern	1,737 68	14,001 01	15,738 69	19,012 25	144,916 25	163,928 50
Cazenovia, Canastota and De Ruyter	.....	.....	.....	19,012 25	19,717 28	38,729 53
Chemung	5,416 03	16,359 09	21,775 12	19,456 75	17,164 78	36,621 53
Chenango	41 50	1,359 41	1,399 91	4,093 82	4,093 81	8,187 63
Clare Branch	195 78	1,195 78	1,391 56	17,847 06	53,000 41	70,847 47
Cooperstown and Susquehanna Valley	138 00	.....	138 00	4,084 55	10,379 01	14,463 56
Corning, Covesque and Andrus	1,002 41	15,076 35	16,078 76	19,184 98	86,284 03	105,469 01
Dunkirk, Allegheny Valley and Pittsburgh	1,527 03	32,831 30	34,358 33	33,569 20	117,681 19	151,250 39
Elmira, Jefferson and Canadawaga	2,257 32	42,862 53	45,120 85	37,481 32	100,732 80	138,214 12
Elmira State Line	7,583 06	4,175 01	11,758 07	45,130 06	45,261 77	90,391 83
Elmira and Williamsport	190,208 36	357,631 50	547,839 86	5,092 19	17,861 24	22,953 43
Erie	25,911 35	3,207 49	29,118 84	90,391 83	3,560,244 91	4,551,342 67
Fonda, Johnstown and Gloversville	1,534 19	3,108 46	4,642 65	21,319 61	18,363 37	39,682 98
Geneva, Itasca and Sayre	314 06	711 46	1,025 52	27,579 29	90,923 59	118,502 88
Greenwich and Johnsonville	780 34	1,141 07	1,921 41	3,194 48	3,572 85	6,767 33
Harlem Extension	137,702 36	597,713 20	735,415 56	3,209 22	7,183 53	10,392 75
Lake Champlain and North	48,063 34	4,896 13	52,959 47	8,470 86	19,331 82	27,802 68
Lake Shore and Michigan Southern	.....	.....	.....	.....	25,632 85	25,632 85
Long Island	.....	.....	.....	1,193,945 50	3,635,434 54	5,018,379 24
Marine	2,512 71	2,818 17	5,330 88	287,416 29	871,926 77	1,159,342 06
Middleburgh and Schoharie	4,420 48	.....	4,420 48	1,879 25	4,714 25	6,593 50
Middletown and Crawford	6,681 99	.....	6,681 99	5,581 46	6,009 65	11,591 11
Metropolitan Elevated	27,323 32	27,323 32	130,739 01	130,739 01
Newburgh, Dutchess and Connecticut	19,679 01	94,230 08	113,909 09

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New Jersey and New York.....	14,160 34	2,472 74	31,514 08	48,937 10	30,391 35	192,568 54
New York Central and Hudson River.....	172,554 10	2,878,130 76	8,030,250 96	9,065,000 10	8,210,291 64	16,325,001 03
New York, Ontario and Western.....	46,241 13	117,814 04	296,858 96	566,018 13	1,678,000 00	2,026,048 13
New York, Lake Erie and Western.....	106,000 00	7,925 73	186,001 73	441,309 38	11,000 00	2,021,918 85
New York and Albany.....	186,858 18	86,256 24	186,114 42	811,923 75	14,000 00	1,381,371 03
New York and Oswego Midland.....	16,002 13	51,458 20	35,489 33	101,002 81	103,816 57	200,169 38
New York and Lake Champlain.....	3,915 45	16,002 20	20,007 05	32,000 35	145,730 83	174,760 14
Ogdensburg and Lake Champlain.....	518 21	1,018 21	1,603 42	7,369 31	10,110 80	17,519 17
Olean, Bradford and Warren.....	865 51	1,737 60	2,600 61	7,456 58	14,073 26	22,439 84
Ontario Southern.....	11,522 40	17,283 61	28,806 01	40,320 67	67,947 60	108,343 31
Oswego and Syracuse.....	1,000 00	1,378 03	2,378 03	6,568 10	13,317 08	13,885 18
Port Jervis and Monticello.....	2,397 15	1,294 04	3,895 74	93,243 82	333,141 85	38,025 40
Poughkeepsie, Hartford and Boston.....	30,330 21	31,518 82	62,349 03	231,787 91	19,776 58	575,132 76
Rensselaer and Saratoga.....	77 18	5,274 57	5,331 75	17,754 16	27,081 94	81,381 61
Rhinebeck and State Line.....	704 56	14,608 36	2,846 83	4,867 03	65,431 92	12,674 00
Rome and Clinton.....	291 85	2,351 97	4,102 36	130,481 74	7,891 47	413,105 61
Rome, Watertown and Ogdensburg.....	236 20	236 20	472 40	1,451 79	1,841 79	3,673 58
Schoharie Valley.....	208 51	208 51	417 03	1,171 21	1,788 88	3,516 19
Silver Lake.....	208 51	208 51	2,807 94	5,256 06	5,168 06	10,434 11
Standerdes.....	1,403 97	1,403 97	89,386 08	46,951 91	125,401 22	175,863 13
Southern Central.....	3,530 70	35,745 38	89,386 08	46,951 91	1,261 77	1,961 77
Southern Branch.....	3,637 48	40,853 66	47,548 23	67,568 33	117,716 87	185,675 90
Staten Island.....	6,634 57	1,300 00	73,436 67	13,916 07	16,207 66	30,123 73
Sterling Mountain.....	1,320 95	68,033 84	73,436 67	13,916 07	16,207 66	30,123 73
Syracuse, Binghamton and New York.....	9,392 83	16,908 82	27,272 29	57,122 88	111,646 13	168,760 01
Syracuse, Chenango and New York.....	10,353 47	8,335 99	10,856 61	18,856 86	42,583 77	61,440 63
Troy and Boston.....	2,920 68	10,840 23	20,723 68	41,750 03	55,090 59	69,540 63
Utica and Delaware.....	9,853 44	50,864 93	55,950 35	65,760 40	121,447 32	177,207 63
Utica, Chenango and Susquehanna Valley.....	5,085 40	6,795 77	7,591 53	13,010 54	20,758 12	33,778 66
Utica, Clinton and Binghamton.....	785 76	13,624 97	17,548 60	87,167 56	46,731 18	83,968 74
Utica, Ithaca and Elmira.....	3,923 03	4,653 82	5,953 32	7,102 30	37,062 09	41,164 80
Valley.....	1,300 50	3,561 70	5,846 12	13,202 68	25,038 43	40,240 94
Wallkill Valley.....	2,574 42	6,446 25	15,892 50	8,707 65	9,367 66	18,135 31
Warwick Valley.....	6,446 25	6,446 25	15,892 50	8,707 65	9,367 66	18,135 31
	\$1,106,195 98	\$5,038,983 85	\$6,145,089 85	\$9,007,390 92	\$24,040,337 36	\$33,178,228 98

TABLE H.
EARNINGS.

NAME OF ROAD.	(91) From passenger business.	(92) From freight business.	(93) From other sources.	Total.	Receipts.
Allrondack.....	\$24,707 16	\$37,373 45	\$6,454 87	\$68,535 18	\$68,535 18
Albany and Susquehanna.....	380,437 24	811,379 78	4,186 37	1,195,903 39	1,195,903 39
Atlantic and Great Western.....	853,541 15	2,888,489 37	167,259 86	3,849,290 38	3,849,290 38
Bath and Hammondport.....	4,683 65	6,338 96	11,222 01	22,244 62	22,244 62
Boston and Albany.....	2,537,939 81	8,724,130 83	361,465 67	11,623,535 31	11,623,535 31
Brooklyn, Bath and Coney Island.....	49,740 21	815 44	1,961 85	52,517 50	52,517 50
Brooklyn, Flatbush and Coney Island.....	124,623 73	146 99	12,775 68	137,546 40	137,546 40
Brooklyn and Rockaway Beach.....	15,413 98	.....	6,087 70	21,501 68	21,501 68
Buffalo, Cerry and Pittsburgh.....	96,253 40	89,251 71	4,065 01	190,170 12	190,170 12
Buffalo, Creek.....	.....	51,375 38	318 16	51,693 54	51,693 54
Buffalo and Jamestown.....	23,892 12	34,871 13	2,923 90	61,687 15	61,687 15
Buffalo and Southwestern.....	85,259 84	124,815 48	11,534 67	221,609 99	221,609 99
Buffalo, New York and Philadelphia.....	134,313 17	704,156 63	28,338 84	862,816 64	862,816 64
Cayuga Southern.....	16,417 26	37,143 40	3,040 35	56,601 02	56,601 02
Cayuga and Susquehanna.....	16,139 47	30,136 63	4,708 87	51,085 97	51,085 97
Cazenovia, Canastota and De Ruyter.....	7,330 21	7,389 03	843 66	15,562 90	15,562 90
Chemung.....	46,407 17	108,091 99	6,035 51	160,534 67	160,534 67
Clove Branch.....	292 12	18,781 99	841 09	19,815 20	19,815 20
Cooperstown and Susquehanna Valley.....	16,616 93	16,692 12	1,993 16	35,302 21	35,302 21
Corning, Cowanesque and Antinim.....	31,256 45	226,201 57	108,438 80	545,919 83	545,919 83
Dunkirk, Allegany Valley and Pittsburgh.....	63,596 73	237,097 63	32,084 83	831,778 18	831,778 18
Elmira, Jefferson and Canandaigua.....	61,001 42	220,267 80	12,433 75	293,692 97	293,692 97
Elmira State Line.....	30,771 04	243,289 39	43,512 66	317,572 99	317,572 99
Elmira and Williamsport.....	12,004 90	42,375 94	2,562 22	56,943 06	56,943 06
Eric.....	1,800,046 50	8,067,075 41	465,175 96	10,462,298 87	10,462,298 87
Fonda, Johnstown and Gloversville.....	39,323 05	47,063 37	14,761 54	101,148 96	101,148 96
Geneva, Ithaca and Sayre.....	48,102 21	209,109 55	7,764 00	264,975 76	264,975 76
Greene.....	10,289 43	22,165 47	3,257 20	35,712 10	35,712 10
Greenwich and Johnsonville.....	11,205 18	14,210 29	1,564 12	27,039 59	27,039 59
Lake Champlain and Moriah.....	11,129 99	43,575 41	3,424 59	58,129 02	58,129 02
Lake Shore and Michigan Southern.....	231 01	130,553 89	49 14	130,834 04	130,834 04
Long Island.....	3,130,325 75	9,669,025 08	877,820 64	13,677,171 47	13,677,171 47
Marine.....	1,024,706 09	427,298 27	87,230 01	1,539,234 37	1,539,234 37
Middleburgh and Schoharie.....	2,853 70	.....	.....	2,853 70	2,853 70
Middletown and Chowford.....	3,472 93	8,435 25	472 92	12,381 10	12,381 10
Middletown and Schenectady.....	4,170 39	18,810 34	7,281 10	29,256 22	29,256 22
Metropolitan Elevated.....	348,797 85	2,474 97	2,474 97	351,773 82	351,773 82
Newburgh, Dutchess and Connecticut.....	18,094 43	96,940 62	20,787 96	135,823 13	135,823 13
New Jersey and New York.....	108,706 30	47,408 23	6,172 53	161,337 15	161,337 15

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New York and Canada	1,077,823 24	413,225 74	666 57	401,000 54	618,738 63
New York Central	6,002,002 65	10,000,000 71	3,841,279 82	28,416,033 18	28,910,303 18
New York Erie, Buffalo and Western	1,176,076 26	3,827,414 31	2,371 07	2,371 07	429,098 35
New York Erie, Buffalo and Western	2,201,542 47	16,780 43	100,824 30	6,375,071 25	5,333,044 40
New York, New Haven and Hartford	2,241,171 04	1,306,178 08	305,032 65	3,452,982 45	3,452,982 45
New York, New Haven and Hartford	122,200 38	371,450 36	55,570 66	560,039 45	560,039 45
New York and Oswego Midland	98,250 71	333,060 60	190,740 93	542,020 40	542,020 40
New York and Lake Champlain	21,304 70	24,330 95	3,019 66	46,908 02	46,908 02
Ogdensburg and Warren	0,278 03	18,958 38	2,433 15	36,780 56	36,780 56
Olean, Bradford and Warren	81,000 32	172,961 45	31,612 47	288,181 24	370,314 35
Oswego and Syracuse	11,172 60	14,436 35	2,393 46	27,954 31	27,954 31
Port Jervis and Monticello	21,902 15	10,923 38	12,384 53	56,786 66	56,786 66
Poughkeepsie, Hartford and Boston	618,228 87	709,808 30	41,886 70	1,429,313 87	1,429,313 87
Rensselaer and Saratoga	4,876 13	44,811 82	6,291 34	55,931 19	55,931 19
Rhinebeck and Connecticut	48,111 97	134,357 42	11,035 16	214,444 55	186,352 81
Rhinebeck and State Line	6,305 00	9,880 51	1,916 54	18,192 74	18,192 74
Rome and Clinton	443,388 40	656,046 13	114,321 85	1,213,786 38	1,213,786 38
Rome, Watertown and Ogdensburg	1,781 21	7,752 46	1,494 68	11,018 35	14,018 35
Schoharie Valley	2,658 21	5,391 40	1,760 67	15,433 42	15,433 42
Silver Lake	6,414 75	8,744 92	1,760 67	402,986 44	462,986 44
Skauteles	78,856 16	336,120 12	47,566 35	402,986 44	462,986 44
Southern Central	67,329 35	2,354 19	179,080 77	955,034 16	955,034 16
Staten Island	192,345 20	413,225 74	51,917 35	51,917 35	931,973 31
Stearing Mountain	88,570 40	187,869 73	2,473 31	80,580 91	80,580 91
Syracuse, Binghamton and New York	23,186 97	187,869 73	2,473 31	98,051 07	98,051 07
Syracuse, Chenango and Corning	174,450 38	963,860 73	21,575 75	168,213 74	590,323 74
Troy and Boston	180,586 88	918,493 02	14,575 75	168,213 74	168,213 74
Utica and Delaware	184,601 11	268,792 95	40,335 42	472,353 23	472,353 23
Utica, Chenango and Susquehanna Valley	31,571 31	40,383 71	6,746 96	41,383 23	578,116 93
Utica, Clinton and Binghamton	60,554 60	78,318 35	11,469 24	78,163 08	124,528 07
Utica, Ithaca and Elmira	19,767 80	138,916 61	2,794 76	147,512 67	147,512 67
Valley	56,746 63	64,126 70	3,462 86	84,459 97	184,738 89
Walkill Valley	5,884 35	31,876 16	3,549 40	41,369 91	41,369 91
Warwick Valley					
	\$23,933,749 20	\$83,045,197 83	\$7,470,436 96	\$89,419,433 99	\$90,914,511 60

TABLE H — (Continued).
PAYMENTS OTHER THAN FOR CONSTRUCTION.

NAME OF ROAD.	(98)	(99)	(100)	(101)	MISCELLANEOUS	Total payments.
	For transportation expenses.	For interest.	For dividends on stock.	Amount carried to surplus fund.	All other payments.	
Alliroadack	\$62,240 04					\$62,240 04
Albany and Susquehanna	579,691 91				81,000 00	1,299,438 14
Albany and Great Western	3,026,524 08	\$463,748 23	\$245,000 00		788,915 50	3,844,200 38
Bath and Hamptonport	5,963 15	2,660 00				11,273 01
Boston and Albany	4,413,987 27	485,158 98	1,600,000 00		75,000 00	6,583,533 41
Brooklyn, Bath and Conway Island	31,827 03	1,605 00				62,233 50
Brooklyn, Flatbush and Coney Island	69,893 98	16,320 33				132,246 40
Brooklyn and Rockaway Beach	19,438 28	54 88				90,501 68
Buffalo, Coney and Pittsburgh	55,136 58					70,140 12
Buffalo, Coney	98,103 59	13,155 75				81,693 54
Buffalo and Jamestown	43,836 50	2,807 09			60 00	66,297 15
Buffalo and Southwestern	171,659 03	8,800 24				291,610 29
Buffalo, New York and Philadelphia	414,719 44	250,011 80				864,588 59
Cayuga and Susquehanna	67,470 47		54,600 00			122,070 47
Cazenovia, Canada and De Ruyter	18,799 67		22,800 00			16,129 60
Cleaving	17,643 16	13,561 59				164,124 75
Clove Branch	16,763 31					3,685 20
Coopersdown and Susquehanna Valley	17,377 09	9,918 29				35,335 21
Corning, Covanesque and Andrus	953,169 07		119,000 00		6,225 81	891,197 93
Dunkirk, Allegany Valley and Pittsburgh	323,123 47	22,400 00				334,923 47
Elmira, Jofferson and Canandaigua	945,767 06	26,659 17				286,121 58
Elmira State Line	189,761 43	55,395 00	25,000 00			316,233 49
Elmira and Williamsport	9,584 38	3,735 98	12,044 00		4,038 56	66,186 79
Erie	7,383,814 00	2,916,072 25	18,038 45		583,631 11	11,224,200 26
Fonda, Johnstown and Gloversville	61,841 71	8 23	A 81,343 00		5,880 57	363,975 91
Geneva, Ithaca and Sayre	284,124 01	14,611 90				49,276 25
Greene	23,273 25	14,600 00	12,000 00			27,103 92
Greenwich and Johnsonville	13,844 79	5,380 75			3,607 38	68,440 93
Hamden Extension	64,640 62					130,624 01
Lake Champlain and Moriah	43,153 94	3,336 85	24,000 00			13,967,171 47
Lake Shore and Michigan Southern	8,468,721 23	2,762,470 00	1,465,983 00		747,063 00	1,037,814 37
Long Island	1,000,019 02	196,606 41			366,703 00	2,963 70
Marine	866 07		9,000 00		58 63	7,351 10
Middleburgh and Schoharie	5,253 21	1,260 00				23,756 23
Middletown and Crawford	14,719 15	5,638 50			1,900 00	361,272 63
Metropolitan Elevated	124,072 64					136,628 13
Newburgh, Dutchess and Connecticut	120,901 92					

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New Jersey and New York	120,872 41	1,575 11	1,400 98	\$4,737 99	101,337 05
New York Central and Hudson River	10,105,977 93	3,575 90	508,917 80	955,139 10	618,738 06
New York Ontario and Western	8,004,083 93	1,000 00	25,365 20	140,369 10	58,423,728 05
New York Lake Erie and Western	3,723,745 77	1,444 31	8,316 30	140,369 10	4,005,097 50
New York Albany and Westerlo	150,950 14	1,000 00	25,365 20	140,369 10	3,935,147 10
New York Mohawk and Hartford	105,492 00	1,000 00	25,365 20	140,369 10	3,935,147 10
New York New Haven and Hartford	2,105,402 88	1,000 00	25,365 20	140,369 10	3,935,147 10
New York and Oswego Midland	2,292 45	1,000 00	25,365 20	140,369 10	3,935,147 10
Ogdensburg and Lake Champlain	398,344 36	1,000 00	25,365 20	140,369 10	3,935,147 10
Olean, Bradford and Warren	38,643 63	1,000 00	25,365 20	140,369 10	3,935,147 10
Ontario Southern	38,907 07	1,000 00	25,365 20	140,369 10	3,935,147 10
Oswego and Syracuse	219,173 35	1,000 00	25,365 20	140,369 10	3,935,147 10
Port Jervis and Monticello	34,350 51	1,000 00	25,365 20	140,369 10	3,935,147 10
Poughkeepsie, Hartford and Boston	67,417 89	1,000 00	25,365 20	140,369 10	3,935,147 10
Rensselaer and Saratoga	798,356 16	1,000 00	25,365 20	140,369 10	3,935,147 10
Rhinebeck and Connetquot	54,758 43	1,000 00	25,365 20	140,369 10	3,935,147 10
Rochester and State Line	132,042 48	1,000 00	25,365 20	140,369 10	3,935,147 10
Rome and Clinton	29,330 83	1,000 00	25,365 20	140,369 10	3,935,147 10
Rome, Watertown and Ogdensburg	863,036 82	1,000 00	25,365 20	140,369 10	3,935,147 10
Schoharie Valley	6,521 32	1,000 00	25,365 20	140,369 10	3,935,147 10
Silver Lake	4,861 00	1,000 00	25,365 20	140,369 10	3,935,147 10
Stancates	14,869 94	1,000 00	25,365 20	140,369 10	3,935,147 10
Southern Central	350,060 31	1,000 00	25,365 20	140,369 10	3,935,147 10
Southern Branch	1,630 12	1,000 00	25,365 20	140,369 10	3,935,147 10
Staten Island	44,738 16	1,000 00	25,365 20	140,369 10	3,935,147 10
Sterling Mountain	17,803 19	1,000 00	25,365 20	140,369 10	3,935,147 10
Syracuse, Binghamton and New York	418,943 44	1,000 00	25,365 20	140,369 10	3,935,147 10
Syracuse, Chenango and New York	181,616 73	1,000 00	25,365 20	140,369 10	3,935,147 10
Syracuse, Geneva and Corting	144,606 78	1,000 00	25,365 20	140,369 10	3,935,147 10
Troy and Boston	285,596 61	1,000 00	25,365 20	140,369 10	3,935,147 10
Utster and Delaware	130,496 89	1,000 00	25,365 20	140,369 10	3,935,147 10
Utica and Black River	213,852 63	1,000 00	25,365 20	140,369 10	3,935,147 10
Utica, Chenango and Susquehanna Valley	279,303 07	1,000 00	25,365 20	140,369 10	3,935,147 10
Utica, Clinton and Elmira	59,523 24	1,000 00	25,365 20	140,369 10	3,935,147 10
Utica, Ithaca and Elmira	131,453 70	1,000 00	25,365 20	140,369 10	3,935,147 10
Valley	83,624 46	1,000 00	25,365 20	140,369 10	3,935,147 10
Wallkill Valley	66,322 73	1,000 00	25,365 20	140,369 10	3,935,147 10
Warwick Valley	25,657 99	1,000 00	25,365 20	140,369 10	3,935,147 10
Warwick Valley	25,657 99	1,000 00	25,365 20	140,369 10	3,935,147 10

e Dividend on stock of New York, Bay Ridge and Jamaica.

Includes Troy and Rennington.

g Includes Troy and Bennington, and Southern Vermont.

Dividends on stock of leased lines.

* Includes dividends on stock of leased lines.

• Apparent surface.

a Represents that portion in this State.

b Dividend of Gloversville and Northville.

c Interest upon debt of Harlem River and Port Chester.

d Includes \$7,000 on debt of New York, Bay Ridge and Jamaica.

TABLE I.
CLASSIFICATION OF ACCIDENTS.

NAME OF ROAD.	PASSENGER'S.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Albany and Susquehanna.....	1	.....	.....	.....	1	.....
Atlantic and Great Western.....	1	4	.....	.....	5	6
Boston and Albany.....	6	.....	2	.....	8	.....
Brooklyn, Flatbush and Coney Island.....	2	.....	1	.....	3	.....
Brooklyn and Rockaway Beach.....	1	.....	1	.....	.....	.....	2	.....
Buffalo Creek.....	1	.....	1
Buffalo and Southwestern.....	1	1	.....	1	.....	.....	1	2
Buffalo, New York and Philadelphia.....	2	.....	2	.....	4	.....
Chemung.....	1	.....	4	.....	1	.....	6
Cooperstown and Susquehanna Valley.....	2	.....	2	.....
Corning, Cowanesque and Antrim.....	2	.....	2	.....
Dunkirk, Allegheny Valley and Pittsburgh.....	2	2	1	2	.....
Elmira, Jefferson and Canandaigua.....	2	.....	2	3	3	5
Elmira State Line.....	1	.....	.....	.....	.....	.....	1
Elmira and Williamsport.....	3	.....	1	.....	3
Erie.....	2	5	16	125	27	87	45	167
Fonda, Johnstown and Gloversville.....	1	.....	.....	1	.....	1	.....
Geneva, Ithaca and Sayre.....	1	.....	1	.....	2	.....
Greene.....	1	.....	1
Harlem Extension.....	1	.....	.....	.....	1	.....
Lake Champlain and Moriah.....	1	.....	1
Lake Shore and Michigan Southern.....	1	1	.....	10	11	7	19	18
Long Island.....	1	10	3	7	14	10	18	27
Metropolitan Elevated.....	1	5	1	.....	2	5
New Jersey and New York.....	1	.....	.....	.....	.....	.....
New York Central and Hudson River.....	2	11	28	66	96	94	128	171
New York Elevated.....	2	3	5	6	.....	3	7	19
New York, Lake Erie and Western.....	5	9	35	18	19	27	59
New York and Manhattan Beach.....	1	.....	.....	3	1	3
New York, New Haven and Hartford.....	1	.....	2	12	2	12	5
New York and Oswego Midland.....	1	8	1	.....	2	8
Ogdensburg and Lake Champlain.....	1	.....	.....	.....	1
Olean, Bradford and Warren.....	1	.....	.....	.....	1
Oswego and Syracuse.....	4	1	1	1	5
Port Jervis and Monticello.....	2	.....	.....	.....	2
Rensselaer and Saratoga.....	1	.....	.....	1	7	4	8	5
Rochester and State Line.....	1	5	1	1	2	6
Rome and Clinton.....	1	.....	.....	.....	1
Rome, Watertown and Ogdensburg.....	4	.....	4	.....
Southern Central.....	1	9	1	1	2	10
Syracuse and Binghamton and New York.....	1	3	2	4	3	7
Syracuse, Geneva and Corning.....	1	.....	.....	.....	1	.....
Troy and Boston.....	3	.....	.....	.....	3
Troy Union.....	1	.....	1
Ulster and Delaware.....	1	1	.....	1	1
Utica and Black River.....	2	1	2	1	.....	2	4
Utica, Chenango and Susquehanna Valley.....	10	.....	3	.....	13
Utica, Clinton and Binghamton.....	1	.....	1
Wallkill Valley.....	2	1	2	.....	4	1
	11	42	88	323	223	202	322	567

TABULATED RESULTS
COMPILED FROM
REPORTS
OF
STREET RAILROAD COMPANIES.

TABLE A.
STOCK AND DEBTS.

NAME OF ROAD.	Date of Charter.	(1) Amt. of stock per charter and acts of Legislature.	(2) Amount of stock subscribed.	(3) Amount paid in by last report.	(4) Total amount now paid in.
Albany	September 14, 1893	\$200,000 00	\$200,000 00	\$200,000 00	\$200,000 00
Amsterdam Street	February 5, 1873	15,000 00	15,000 00	15,000 00	15,000 00
Astoria and Hunter's Point	January 31, 1877	75,000 00	41,500 00	38,250 00	41,500 00
Atlantic Avenue	May 1, 1873	700,000 00	650,200 00	650,200 00	650,200 00
Atbarn and Owaseo Lake	April 16, 1871	75,000 00	10,850 00	7,157 50	7,157 50
Babylon	April 15, 1871	15,000 00	5,600 00	5,600 00	5,600 00
Bleecker Street and Fulton Ferry	December 12, 1864	900,000 00	900,000 00	900,000 00	900,000 00
Broadway (Brooklyn)	August 20, 1868	200,000 00	200,000 00	200,000 00	200,000 00
Broadway and Seventh Avenue	May 26, 1864	2,100,000 00	2,100,000 00	2,100,000 00	2,100,000 00
Brooklyn City	December 17, 1833	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Brooklyn City and Newtown	May 22, 1890	2,000,000 00	600,000 00	600,000 00	600,000 00
Brooklyn and Coney Island	August 28, 1876	300,000 00	197,700 00	385,400 00	197,700 00
Brooklyn Crossover	April 30, 1872	200,000 00	88,500 00	68,000 00	68,000 00
Brooklyn, Winfield and Newtown	May 8, 1870	300,000 00	30,000 00	28,000 00	28,000 00
Buffalo East Side Street	May 10, 1870	100,000 00	100,000 00	100,000 00	100,000 00
Buffalo Street	April 6, 1860	100,000 00	100,000 00	100,000 00	100,000 00
Bushwick	March 20, 1867	500,000 00	309,000 00	309,000 00	309,000 00
Carnegie and Flatbush	May 9, 1874	150,000 00	.....	.....	.....
Chambers Street	January 15, 1877	30,000 00	.....	.....	.....
Central City (Syracuse)	January 19, 1869	50,000 00	50,000 00	21,130 00	21,130 00
Central Crossover	April 13, 1873	600,000 00	600,000 00	600,000 00	600,000 00
Central Park, North and East River	July 19, 1860	1,800,000 00	1,800,000 00	1,883,000 00	1,800,000 00
Christopher and Tenth Street	August 6, 1873	650,000 00	650,000 00	650,000 00	650,000 00
City of Poughkeepsie	October 26, 1877	85,000 00	79,519 17	.....	72,582 86
Coney Island and Brooklyn	December 10, 1860	500,000 00	500,000 00	500,000 00	500,000 00
Dry Dock, East Broadway and Battery	December 8, 1863	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Dunkirk and Fredonia	December 11, 1865	75,000 00	35,100 00	35,100 00	35,100 00
East Brooklyn	December 4, 1874	300,000 00	.....	.....	.....
East Genesee Street and Seward Avenue	April 15, 1871	25,000 00	25,000 00	21,510 00	21,510 00
Eighth Avenue	January 10, 1865	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Elmira and Horseheads	December 30, 1870	50,000 00	44,000 00	44,000 00	44,000 00
Fifth Ward	October 3, 1867	50,000 00	49,450 00	29,335 00	29,335 00
Fonda and Fultonville	October 6, 1874	12,000 00	10,550 00	10,550 00	10,550 00
Forty-second Street Crossover	June 16, 1877	200,000 00	2,500 00	270 00	1,435 00
Forty-second Street and Grand Street Ferry	February 16, 1863	750,000 00	750,000 00	748,000 00	748,000 00
Forty-second Street, Manhattanville and St. Nicholas Avenue	August 29, 1878	900,000 00	15,000 00	2,650 00
Frankfort and Ilion	May 9, 1871	20,000 00	14,275 00	14,275 00	14,275 00

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	October	18, 1869	60,000 00	42,000 00	42,000 00	42,000 00
Glenwood and Water Street	October	18, 1869	60,000 00	42,000 00	42,000 00	42,000 00
Grand Street and Newtown	November	19, 1869	170,000 00	170,000 00	170,000 00	170,000 00
Grand Street, Prospect Park and Flatbush	April	18, 1870	200,000 00	200,000 00	200,000 00	200,000 00
Greenpoint, Prospect Park and Greenwood	April	18, 1870	200,000 00	200,000 00	200,000 00	200,000 00
Harlem Bridge, Manhattan and Fordham	May	18, 1869	200,000 00	200,000 00	200,000 00	200,000 00
Hudson, West Street and Poynton's Ferry	March	18, 1871	200,000 00	200,000 00	200,000 00	200,000 00
Iron Street	June	18, 1871	200,000 00	200,000 00	200,000 00	200,000 00
Jamaica, Woodhaven and Brooklyn	December	29, 1874	200,000 00	200,000 00	200,000 00	200,000 00
Jerome Park Branch	August	18, 1872	10,000 00	10,000 00	10,000 00	10,000 00
Johnstown, Glensville and Kingsboro	March	18, 1876	10,000 00	10,000 00	10,000 00	10,000 00
Kingsdon and Rondout	November	12, 1873	10,000 00	10,000 00	10,000 00	10,000 00
Long Island City and Calvary Cemetery	January	31, 1863	125,000 00	125,000 00	125,000 00	125,000 00
Long Island City Shore	April	21, 1871	100,000 00	100,000 00	100,000 00	100,000 00
Mohawk and Ilion	June	1, 1871	75,000 00	75,000 00	75,000 00	75,000 00
New Brighton and Onondaga Valley	April	12, 1870	15,000 00	15,000 00	15,000 00	15,000 00
New York, Brooklyn and Sea Beach	May	27, 1869	16,000 00	16,000 00	16,000 00	16,000 00
New Williamsburgh and Flatbush	January	21, 1878	100,000 00	100,000 00	100,000 00	100,000 00
Ninth Avenue	October	18, 1873	300,000 00	300,000 00	300,000 00	300,000 00
One Hundred and Twenty-fifth Street	July	29, 1859*	800,000 00	800,000 00	800,000 00	800,000 00
Prospect Park and Twenty-fifth Street	October	10, 1870	150,000 00	150,000 00	150,000 00	150,000 00
Prospect Park and Clarkson Street	November	28, 1870	150,000 00	150,000 00	150,000 00	150,000 00
Prospect Park and Flatbush	June	28, 1878	25,000 00	25,000 00	25,000 00	25,000 00
Rochester City and Brighton	October	9, 1874	500,000 00	500,000 00	500,000 00	500,000 00
Rochester City and Irondequoit	March	7, 1876	50,000 00	50,000 00	50,000 00	50,000 00
Second Avenue	May	31, 1863	105,000 00	105,000 00	105,000 00	105,000 00
Sixth Avenue	March	28, 1878	25,000 00	25,000 00	25,000 00	25,000 00
South Brooklyn Central	January	21, 1853	5,500,000 00	5,500,000 00	5,500,000 00	5,500,000 00
South Ferry	December	29, 1851	750,000 00	750,000 00	750,000 00	750,000 00
South Ferry and Prospect Park	August	7, 1877	125,000 00	125,000 00	125,000 00	125,000 00
Staten Island Shore	September	22, 1874	150,000 00	150,000 00	150,000 00	150,000 00
Syracuse and Geddes	February	6, 1874	150,000 00	150,000 00	150,000 00	150,000 00
Syracuse and Onondaga	November	20, 1863	31,000 00	31,000 00	31,000 00	31,000 00
Third Avenue	July	10, 1863	50,000 00	50,000 00	50,000 00	50,000 00
Troy and Albany	September	6, 1853	70,000 00	70,000 00	70,000 00	70,000 00
Troy and Cohoes	October	8, 1863	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Troy and Lansingburgh	January	31, 1866	50,000 00	50,000 00	50,000 00	50,000 00
Twenty-third Street	February	11, 1862	100,000 00	100,000 00	100,000 00	100,000 00
Utica and Mohawk	September	6, 1860	250,000 00	250,000 00	250,000 00	250,000 00
Van Brunt Street and Erie Basin	January	29, 1872	600,000 00	600,000 00	600,000 00	600,000 00
Washington Street and Glenwood	February	8, 1874	250,000 00	250,000 00	250,000 00	250,000 00
Washington Street and State Asylum	January	15, 1861	150,000 00	150,000 00	150,000 00	150,000 00
Watervliet Turnpike and Railroad	September	23, 1876	10,000 00	10,000 00	10,000 00	10,000 00
	October	15, 1863	240,000 00	240,000 00	240,000 00	240,000 00
	April	15, 1863	240,000 00	240,000 00	240,000 00	240,000 00
	.....	.....	\$30,062,000 00	\$23,537,444 17	\$23,166,882 50	\$23,201,130 35

b From report of 1876.

a From articles of association.

STATE ENGINEER AND SURVEYOR'S

TABLE A—(Continued)

NAME OF ROAD.	(5)	(6)	(7)	(8)	(9)	(10)
	Funded debt as by last report.	Total amount now of funded debt.	Floating debt as by last report.	The amount now of floating debt.	Total amount of funded and floating debt.	Average rate per annum of interest on funded debt.
Albany	\$78,000 00	\$78,000 00	.....	\$84,377 64	\$82,377 64	7 per cent.
Amsterdam Street	168 16	168 16	.....	.....	168 16	7 "
Astoria and Hunter's Point	21,750 00	25,000 00	.....	901 53	25,901 53	7 "
Atlantic Avenue	472,000 00	413,720 00	.....	.....	443,730 00	7 "
Auburn and Owasco Lake .....	.....	.....	.....	24,413 26	24,443 26	7 "
Babylon .....	.....	.....	2,724 51	2,972 61	3,972 61	7 "
Bleecker Street and Fulton Ferry	700,000 00	700,000 00	.....	.....	700,000 00	7 "
Broadway (Brooklyn)	200,000 00	200,000 00	33,398 13	198,340 60	328,340 60	7 "
Broadway and Seventh Avenue	1,500,000 00	1,500,000 00	250,121 74	242,151 90	1,742,151 90	7 "
Brooklyn City	300,000 00	300,000 00	50,000 00	75,000 00	375,000 00	7 "
Brooklyn City and Newtown	400,000 00	400,000 00	107,839 81	187,498 38	587,498 38	7 "
Brooklyn Croastown	300,000 00	488,000 00	16,874 00	4,353 00	490,353 00	7 "
Brooklyn Winfield and Newtown	125,000 00	125,000 00	.....	5,000 00	130,000 00	7 "
Buffalo East Side Street	258,000 00	295,000 00	128,971 42	89,455 25	384,455 25	10 "
Bushwick	300,000 00	576,044 40	56,472 71	83,748 09	696,792 49	7 "
Central City	6,000 00	300,000 00	337 21	42,781 18	842,781 18	7 "
Central Croastown	240,000 00	240,000 00	.....	.....	6,000 00	7 "
Central Park, North and East River	1,200,000 00	1,218,000 00	15,964 13	3,135 31	943,535 31	7 "
City of Brooklyn .....	.....	.....	5,379 87	6,168 87	1,219,166 87	7 "
City of Manhattan .....	.....	.....	27,631 43	56,850 72	55,850 72	7 "
City of Manhattan .....	.....	.....	.....	.....	16,000 00	7 "
Dry Dock, East Broadway and Battery	303,000 00	989,000 00	19,362 86	2,108 83	901,108 83	7 "
East Genesee Street and Seaward Avenue	12,000 00	915,000 00	.....	.....	915,000 00	7 "
Eleventh Avenue	203,000 00	203,000 00	9,000 00	10,394 92	92,394 92	7 "
Elm and Horseheads	18,000 00	23,000 00	196,250 00	77,950 00	278,250 00	7 "
Fifth Ward	22,510 00	23,510 00	4,621 53	7,388 43	25,388 48	7 "
Forty-second Street Croastown .....	.....	.....	309 44	94 44	22,510 00	7 "
Forty-second Street and Grand Street Ferry	226,000 00	226,000 00	61,439 22	50,847 18	286,847 18	7 "
Frankfort and Union	20,000 00	20,000 00	391 61	622 40	22,000 00	7 "
Genesee and Water Street .....	.....	.....	.....	.....	22,000 00	7 "
Gloversville and Kingsboro .....	.....	.....	.....	.....	7,115 84	7 "
Grand Street and Newtown	126,000 00	132,500 00	7,024 43	7,115 84	159,335 00	7 "
Grand Street, Prospect Park and Flatbush	200,000 00	200,000 00	13,239 82	6,738 00	369,015 80	7 "
Harlem Bridge, Morrisania and Fordham	146,000 00	116,000 00	143,562 68	159,015 90	146,000 00	7 "
Hicklimer and Mohawk	1,861 87	1,861 87	.....	.....	1,861 87	7 "
Houston, West Street and Favonia Ferry	478,500 00	478,500 00	25,000 00	24,000 00	502,500 00	7 "
Johnstown, Gloversville and Kingsboro	6,000 00	5,000 00	5,000 00	7 "

RAILROAD REPORT.

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Kingston and Rondout.....	15,000 00	15,000 00	5,130 00	9,230 41	17,330 41	7
Long Island City shore.....	50,000 00	50,000 00	14,031 47	13,091 47	69,000 00	7
Long Island City shore.....	135,000 00	135,000 00	.....	.....	147,100 00	7
New Brighton and Onondaga Valley.....	84,000 00	84,000 00	27,350 14	16,629 48	910,929 49	7
New Williamburgh and Flatbush.....	207,000 00	207,000 00	37,400 00	21,700 00	320,700 00	7
North Avenue Street and Middle Village.....	125,000 00	125,000 00	37,031 01	40,420 44	105,405 94	7
North Second Street and Coney Island.....	600,000 00	600,000 00	41,904 14	30,320 78	636,320 78	7
Prospect Park.....	175,000 00	175,000 00	9,600 00	13,000 00	184,500 00	7
Reelfoot City and Brighton.....	1,322,000 00	1,322,000 00	20,000 00	371,000 00	1,693,000 00	7
Second Avenue.....	415,000 00	415,000 00	750,000 00	336,000 00	1,185,500 00	7
Sixth Avenue.....	125,000 00	125,000 00	.....	13,918 63	138,918 63	7
South Brooklyn Central.....	160,000 00	160,000 00	.....	6,019 57	166,019 57	7
South Ferry.....	35,000 00	35,000 00	.....	.....	35,000 00	7
Syracuse and Geddes.....	2,000,000 00	2,000,000 00	4,000 00	4,000 00	2,000,000 00	7
Syracuse and Onondaga.....	35,100 00	35,100 00	.....	.....	35,100 00	7
Troy and Alba.....	125,000 00	125,000 00	38,300 00	25,140 00	155,140 00	7
Troy and Lansingburgh.....	325,000 00	325,000 00	94,000 00	55,001 59	443,663 59	7
Twenty third Street.....	.....	.....	1,700 00	1,700 00	1,700 00	7
Utica and Mohawk.....	12,000 00	12,000 00	9,912 87	2,228 43	14,223 43	7
Van Brunt Street and Erie Basin.....	123,000 00	123,000 00	300 00	718 00	718 00	7
Washington Street and State Asylum.....	.....	.....	.....	.....	.....	7
Watervliet Turnpike and Railroad.....	.....	.....	.....	.....	.....	7
	\$15,605,214 43	\$15,756,976 93	\$2,125,643 51	\$2,371,834 90	\$13,193,831 53	

TABLE B.
COST OF ROAD AND EQUIPMENT.

NAME OF ROAD.	Road-bed and superstructure, including iron.		(12)	Land, buildings, and fixtures, including land damages.			Dummy cars, horses, mules, and harness.	
	(11)	(11)		(13)	(14)	(15)	(16)	
Albany.....	\$138,943 21	\$139,715 31		\$17,000 00	\$17,000 00	\$42,024 00	\$45,501 46	
Amsterdam Street.....	9,945 50	9,945 50		1,852 50	1,852 50	1,170 00	1,170 00	
Astoria and Hunter's Point.....	a 66,500 00	a 66,500 00						
Atlantic Avenue.....	1,088,407 33	384,086 77		a	716,736 52	175,453 00	169,873 50	
Anahim and Owens Lake.....	18,493 85	18,493 85				1,625 00	1,625 00	
Babyion.....	7,406 05	7,583 05				1,806 28	1,386 28	
Bleeker Street and Fulton Ferry.....	b 1,773,468 09	b 1,773,468 09		b 28,923 49	b 28,923 49			
Broadway (Brooklyn).....	212,463 42	255,877 41		126,298 00	143,771 31	147,847 95		
Broadway and Seventh Avenue.....	2,841,590 14	2,841,270 14		780,708 95	785,680 07	198,595 00	198,595 00	
Brooklyn City.....	1,101,806 25	1,118,452 53		645,755 95	653,569 88	767,367 61	816,925 84	
Brooklyn City and Newtown.....	a 884,554 61	a 981,114 97						
Brooklyn Crostow.....	553,818 72	557,769 19		88,974 09	86,046 43	76,194 03	71,273 63	
Buffalo East Side Street.....	382,885 13	382,666 88				15,336 04	8,118 00	
Buffalo Street.....	341,668 99	341,668 99		162,738 14	162,738 14	24,630 00	28,417 00	
Bushwick.....	817,091 07	878,048 83		74,690 09	74,690 09	124,201 60	148,592 81	
Central City.....	20,000 00	20,000 00		2,000 00	2,000 00	2,943 41	2,943 41	
Central Crostow.....	578,616 32	579,616 32		181,029 81	181,029 81	38,650 50	38,650 50	
Central Park, North and East River.....	1,161,000 00	1,164,000 00		464,000 00	480,000 00	230,500 00	230,500 00	
Christopher and Tenth Street.....	a 650,000 00	a 650,000 00						
City of Poughkeepsie.....	a 713,759 04	a 713,759 04						
Coner Island and Brooklyn.....	331,049 25	331,049 25		584,125 63	618,125 63	150,850 00	146,850 00	
Dry Dock, East Broadway and Battery.....	38,211 38	38,211 38		1,195 00	1,195 00	4,763 77	4,763 77	
Dunbart and Predulua.....	21,338 05	21,338 05		4,913 70	4,913 70	2,800 00	2,800 00	
East Genesee Street and Seward Avenue.....	890,450 43	890,459 43		775,339 37	775,339 37	102,390 00	102,390 00	
Eighth Avenue.....	66,500 79	67,993 93		2,254 46	2,254 46	2,050 82	3,802 63	
Elmira and Horseheads.....	35,097 81	35,097 81		4,684 12	4,684 12	5,004 38	3,004 38	
Fifth Ward.....	9,537 00	9,537 00						
Fonda and Fultonville.....	723,751 51	723,751 51		171,510 00	171,510 00	93,959 82	93,959 82	
Forty-second Street and Grand Street Ferry.....	16,743 60	16,743 60		1,613 44	1,613 44			
Frankfort and Ilion.....	50,020 68	50,020 68		7,609 59	7,609 59	8,608 29	9,417 08	
Genesee and Water Street.....	15,411 86	15,411 86				21,343 74	804 25	
Gloversville and Kingsboro.....	223,163 23	222,262 75		63,064 85	63,064 85	43,686 01	21,920 00	
Grand Street and Newtown.....	339,907 00	339,907 00		57,343 60	57,343 60	13,300 00	49,840 01	
Grand Street, Prospect Park and Flatbush.....	206,759 35	206,759 35		900 00	900 00		13,600 00	
Harlem Bridge, Morrisania and Fordham.....	15,259 31	15,259 31						
Herkimer and Mohawk.....	117,568 00	117,568 00		82,402 00	82,402 00	50,000 00	50,000 00	
Houston, West Street and Pavonia Ferry.....								

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Total cost of road.

TABLE B—(Continued).

NAME OF ROAD.	Cars and sleighs.		Total cost of road and equipment.	
	(17)	(18)	(19)	(20)
Albany.....	\$34,575 56	\$37,313 40	\$233,143 77	\$239,530 17
Amsterdam Street.....	2,200 16	2,200 16	15,168 16	15,168 16
Astoria and Hunter's Point.....	.....	.....	66,500 00	66,500 00
Atlantic Avenue.....	.....	.....	1,263,800 33	1,260,096 79
Auburn and Owasco Lake.....	.....	.....	23,061 85	23,061 85
Babylon.....	2,944 00	.....	8,712 33	8,919 33
Bleecker Street and Fulton Ferry.....	.....	.....	1,801,931 58	1,801,931 58
Broadway (Brooklyn).....	.....	182,402 95	486,606 87	617,051 67
Broadway and Seventh Avenue.....	170,678 54	170,678 54	8,991,250 63	8,996,223 75
Brooklyn City.....	.....	.....	2,514,931 89	2,596,948 24
Brooklyn City and Newtown.....	.....	.....	884,554 61	961,114 97
Brooklyn Cross-town.....	44,995 00	44,065 00	758,951 84	759,154 24
Buffalo East Side Street.....	36,710 31	36,710 31	434,921 43	428,095 19
Buffalo Street.....	65,369 50	63,519 50	592,306 63	596,207 32
Bushwick.....	96,540 23	116,630 22	614,522 98	717,981 96
Central City.....	4,530 00	4,530 00	39,473 41	39,473 41
Central Cross-town.....	40,103 37	40,103 37	840,000 00	840,000 00
Central Park, North and East River.....	190,000 00	190,000 00	2,039,000 00	2,031,500 00
Christopher and Tenth Street.....	.....	.....	650,000 00	650,000 00
City of Poughkeepsie.....	.....	.....	713,769 04	88,523 86
Coney Island and Brooklyn.....	.....	.....	1,215,024 88	713,769 04
Dry Dock, East Broadway and Battery.....	129,000 00	129,000 00	44,175 16	1,245,024 88
Dunkirk and Victoria.....	.....	.....	31,916 75	44,175 16
East Genesee Street and Seward Avenue.....	4,895 00	4,895 00	1,893,702 42	33,916 75
Elgin Avenue.....	137,513 63	137,513 63	76,104 85	1,896,702 42
Elmira and Horseheads.....	6,873 24	8,220 61	47,733 69	82,276 43
Fifth Ward.....	5,017 38	5,017 38	1,240 00	47,733 69
Fonda and Fultonville.....	1,240 00	1,240 00	10,777 00	10,777 00
Forty-second Street and Grand Street Ferry.....	59,970 00	59,970 00	1,055,194 39	1,055,194 39
Frankfort and Ilion.....	2,275 00	2,275 00	20,632 04	20,632 04
Genesee and Water Street.....	6,461 96	6,461 96	73,880 90	73,880 90
Gloversville and Kingsboro.....	2,373 30	2,373 30	18,660 41	18,660 41
Grand Street and Newtown.....	23,065 00	23,065 00	396,625 81	340,332 60
Grand Street, Prospect Park and Flatbush.....	45,209 99	49,591 04	498,812 00	489,338 06
Harlem Bridge, Morrisania and Furtham.....	11,875 00	11,875 00	299,377 93	289,577 93
Herkimer and Mohawk.....	2,702 56	2,702 56	18,861 87	18,861 87
Houston, West Street and Pavonia Ferry.....	50,000 00	50,000 00	300,000 00	300,000 00
Jamaica, Woodharen and Brooklyn.....	.....	.....	100,000 00	100,000 00
Johnstown, Gloversville and Kingsboro.....	.....	.....	50,713 70	50,713 70
Kingsboro and Rondout.....	8,146 00	8,146 00	92,917 56	92,917 56
.....	8,963 23	10,086 80

RAILROAD REPORT.

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^b From report of 1877.

TABLE C.
CHARACTERISTICS OF ROAD.

NAME OF ROAD.	(20) Length of road.	(21) Length of road laid.	(22) Length of double track rail per sidings.	(23) Weight of rail per yard.	(24)			
					Number of dummy cars.	Number of passenger cars.	Number of freight cars.	Number of horses and mules.
Albany.....	9.01	9.04	2.81	33 to 47	.....	33	.....	160
Amsterdam Street.....	1.62	1.62	.....	25	.....	3	.....	7
Astoria and Hunter's Point.....	4.50	4.50	6.75	45 & 65	.....	15	.....	30
Atlantic Avenue.....	17.75	17.75	13.75	45 & 63	.....	96	4	429
Auburn and Owasco Lake.....	3.50	1.50	.01	28 to 30	.....	3	.....	7
Babylon.....	1.53	1.53	.....	40	.....	2	1	2
Bleecker Street and Fulton Ferry.....	9.00	9.00	13.00	.....	.....	.....	.....	.....
Broadway (Brooklyn).....	8.12	8.12	8.25	45 to 60	.....	63	.....	296
Broadway and Seventh Avenue.....	8.00	8.00	8.25	50 & 60	.....	136	.....	1,215
Brooklyn City.....	38.00	38.00	38.00	40, 60 & 64	6	500	.....	1,964
Brooklyn City and Newtown.....	14.00	13.00	4.50	45 & 60	.....	70	.....	271
Brooklyn Cross-town.....	8.00	8.00	8.00	45	.....	63	.....	300
Brooklyn, Winfield and Newtown.....	12.00	3.00	.....	45	.....	.....	.....	.....
Buffalo East Side Street.....	14.22	14.22	4.75	50	.....	38	.....	62
Buffalo Street.....	8.81	8.81	8.81	50	.....	60	.....	235
Bushwick.....	11.25	9.25	9.50	45, 50 & 60	5	80	.....	354
Canarsie and Flatbush.....	6.00	.....	.....	.....	.....	.....	.....	.....
Central City (Syracuse).....	1.62	1.62	.11	45	.....	6	.....	23
Central Cross-town.....	2.40	2.40	2.53	52	.....	33	.....	150
Central Park, North and East River.....	13.00	13.00	13.00	62	.....	132	.....	1,169
Christopher and Tenth Street.....	3.00	3.00	3.00	45	.....	40	.....	249
City of Poughkeepsie.....	7.50	4.00	1.00	38 & 35	.....	9	3	40
Coney Island and Brooklyn.....	10.40	10.40	4.68	52 to 62	.....	64	.....	258
Dry Dock, East Broadway and Battery.....	25.00	11.25	.....	52 to 62	.....	126	.....	388
Dunkirk and Fredonia.....	3.50	3.50	.....	25	.....	4	.....	8
East Brooklyn.....	12.00	.....	.....	.....	.....	.....	.....	.....
East Genesee Street and Seward Avenue.....	2.50	2.50	.02	42 to 48	.....	4	.....	10
Eighth Avenue.....	10.00	10.00	.....	60 to 65	.....	112	.....	1,145
Elmira and Horseheads.....	9.55	9.55	.39	25 & 30	.....	15	.....	28
Fifth Ward.....	2.68	2.68	.28	25 & 30	.....	7	.....	18
Fonda and Fultonville.....	.98	.98	.....	43	.....	1	.....	.....
Forty-second Street Cross-town.....	2.50	.....	.....	.....	.....	.....	.....	.....
Forty-second Street and Grand Street Ferry.....	5.13	5.13	5.13	60 & 64	.....	46	.....	440
Forty-second Street, Manhattanville and St. Nicholas Avenue.....	8.00	.....	.....	.....	.....	.....	.....	.....
Frankfort and Flon.....	2.50	2.50	.....	25	.....	3	.....	4
Genesee and Water Street.....	4.00	4.00	.75	18 to 30	.....	6	3	80
Gloversville and Kingsboro.....	2.75	2.75	.....	25	.....	8	.....	.....

TABLE D.
BUSINESS OF THE YEAR.

NAME OF ROAD.	(25) Number of passengers carried in cars.	(26) Number of tons (2,000 pounds) freight carried.	(27) RATE OF FARE FOR PASSENGERS.		(28) Average time consumed in passing over road (hours and minutes).
			Through.	Way.	
Albany.....	1,721,327	11,540	5 to 6 cts.	5 to 6 cts.	32
Amsterdam Street.....	74,620	.....	3 1/2, 4 and 5	.....	25
Astoria and Hunter's Point.....	265,300	.....	.....	.....	45
Atlantic Avenue.....	5,027,837	.....	.....	.....	See report.
Auburn and Owasco Lake.....	49,665	.....	4 and 5	.....	20
Babylon.....	2,683	.....	20	10	10
Broadway (Brooklyn).....	4,238,949	.....	5	.....	35
Broadway and Seventh Avenue.....	18,432,537	.....	5	.....	45
Brooklyn City.....	30,000,000	.....	5, 8 and 10	.....	1 30
Brooklyn City and Newtown.....	3,970,180	.....	5	.....	1 30
Brooklyn Cross-town.....	4,230,468	.....	5	.....	1 30
Buffalo East Side Street.....	1,195,676	.....	8	.....	28
Buffalo Street.....	3,184,621	.....	8	.....	45
Bushwick.....	4,353,475	.....	5 and 8	.....	See report.
Central City.....	3,320,266	.....	2, 4 and 5	.....	18
Central Cross-town.....	9,326,876	.....	5	.....	27
Central Park, North and East River.....	13,989,094	.....	5	.....	See report.
Christopher and Tenth Street.....	2,074,323	.....	5	.....	25
City of Poughkeepsie.....	151,689	74,000	10	6 1/2 to 10	34
Coney Island and Brooklyn.....	3,526,037	.....	15	.....	1 45
Dry Dock, East Broadway and Battery.....	13,775,800	.....	15	.....	.....
Dunkirk and Fulton.....	.....	.....	15	.....	.....
East Genesee Street and Seward Avenue.....	59,505	.....	4 and 5	5 to 10	15
Elgin Avenue.....	14,299,998	.....	4 and 5	.....	20
Elmira and Horseheads.....	284,699	.....	15	.....	1 40
Fifth Ward.....	960,317	.....	4 and 5	8 and 5	1 20
Fonda and Fultonville.....	19,550	.....	5	.....	14
Fort second Street and Grand Street Ferry.....	6,704,134	.....	5	.....	15
Fort and Union.....	31,829	.....	10	.....	15
Genesee and W. Street.....	924,878	.....	4, 4 1/2 and 5	.....	25
Grand Street and Newtown.....	1,704,700	.....	8 and 5	4, 4 1/2 and 5	40
Grand Street, Prospect Park and Flatbush.....	1,674,045	.....	5	8 and 5	55
Harlem Bridge, Morrisania and Fordham.....	1,063,763	.....	6, 6 1/2, 7 1/2 and 10	.....	45
Herkimer and Mohawk Street.....	84,864	10	13
Houston, West Street and Favonia Ferry.....	3,357,361	60

RAILROAD REPORT.

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• For three months.

† For nine months.

TABLE E.
COST OF MAINTENANCE OF ROADWAY.

NAME OF ROAD.	(29) Repairs of road-bed and railway, utilities, fences and fixtures, including iron.	(30) Taxes on real estate, except for United States revenue.	(31) Total cost of main- taining road and real estate.
Albany	\$6,349 29	\$2,696 13	\$8,987 43
Amsterdam Street	28,170 66	87 90	288 56
Astoria and Hunter's Point	2,300 00		2,300 00
Atlantic Avenue	4,560 08		6,368 51
Auburn and Owasco Lake	28 34	1,798 43	26 34
Babylon	175 00		175 00
Broadway (Brooklyn)	5,674 26	3,703 21	9,378 07
Broadway and Seventh Avenue	28,784 62	28,797 62	57,582 24
Brooklyn City	180,475 89	56,043 67	186,519 06
Brooklyn City and Newtown	6,739 63	8,614 69	14,354 31
Brooklyn Crossover	6,983 60	2,062 15	8,995 75
Buffalo East Side Street	2,628 49	1,383 17	4,011 66
Buffalo Street	8,208 91	2,864 88	11,174 74
Bushwick	8,390 15	1,730 66	10,120 71
Central City	897 99	909 63	1,807 63
Central Crossover	3,834 84	1,102 75	4,937 59
Central Park, North and East River	27,993 33	6,664 88	34,698 31
Christopher and Tenth Street	4,167 16	4,286 28	8,452 44
City of Poughkeepsie	891 94	304 90	696 84
Coney Island and Brooklyn	9,637 38	1,330 78	10,968 16
Dry Dock, East Broadway and Battery	32,609 45	18,063 13	50,672 58
East Genesee and Fredonia	300 00	507 26	807 26
Dunkirk and Seward Avenue	52 67		52 67
Eighth Avenue	38,701 72	31,793 77	60,495 49
Elmira and Horseheads	1,921 50	666 61	2,588 11
Fifth Ward	846 43	154 76	1,001 18
Fonda and Fultonville	180 00	30 00	200 00
Forty-second Street and Grand Street Ferry	9,533 40	17,635 48	27,168 88
Frankfort and Ilion	378 07	106 98	484 05
Genesee and Water Street	1,565 93	164 14	1,730 06
Grand Street and Newtown	3,425 43	1,482 91	4,908 34
Grand Street, Prospect Park and Flatbush	2,920 02	386 95	3,325 97
Harlem Bridge, Morrisania and Fordham	2,882 39	1,863 97	4,746 36
Herkimer and Mohawk Street	66 55	233 65	300 20
Houston, West Street and Eavonia Ferry	21,691 91	1,985 25	23,677 16

TABLE F.
COST OF OPERATING ROAD, AND FOR REPAIRS.

NAME OF ROAD.	(32)	(33)	(34)	(35)	(36)	(37)	(38)
	General super- intendence.	Officers, clerks, agents, and office ex- penses.	Conductors, drivers and engineers on dummy cars.	Watchmen, starters, switchmen, etc.	Repairs of dummy cars.	Repairs of cars and sleighs.	Repairs of cars, harness, inclu- ding material, etc.
Albany.....	\$4,323 04	a	\$25,192 78	\$376 40	.....	\$3,534 14	\$1,120 17
Amsterdam Street.....	40 00	.....	1,040 80	.....	.....	120 35	11 30
Astoria and Hunter's Point.....	.....	.....	3,800 00	750 00	.....	125 00	30 00
Atlantic Avenue.....	5,000 00	\$6,145 22	56,983 86	6,450 25	.....	6,701 81	2,280 53
Auburn and Owaseo Lake.....	.....	50 50	747 03	.....	.....	165 05	17 06
Babylon.....	.....	a	300 00	.....	.....	30 00	.....
Broadway (Brooklyn).....	10,155 63	21,216 92	40,734 18	6,618 43	\$6,300 12	543 04	710 95
Broadway and Seventh Avenue.....	2,500 00	31,104 44	178,436 19	19,344 39	.....	33,596 80	4,304 62
Brooklyn City.....	.....	5,678 41	338,942 97	53,967 40	5,320 73	40,145 90	10,837 40
Brooklyn City and Newtown.....	.....	7,818 64	39,310 98	9,145 75	.....	9,538 76	1,248 22
Brooklyn Cross-town.....	.....	1,945 04	37,863 86	8,519 79	.....	13,985 31	1,136 48
Bufile East Side Street.....	600 00	9,362 50	14,029 75	.....	.....	478 36	331 80
Bufile Street.....	1,200 00	7,983 02	26,818 67	.....	.....	10,533 69	1,302 28
Bushwick.....	3,960 23	200 00	60,037 26	12,833 91	548 00	7,760 45	1,130 93
Central City.....	.....	2,596 96	2,600 00	.....	.....	426 12	.....
Central Cross-town.....	3,253 33	28,133 89	10,671 69	4,433 21	.....	5,382 92	1,068 66
Central Park, North and East River.....	5,000 00	6,697 09	164,168 35	25,333 09	.....	20,933 14	3,079 73
Christopher and Tenth Street.....	1,283 90	6,170 23	.....	21,115 77	.....	4,862 66	1,452 67
City of Poughkeepsie.....	.....	26,028 36	2,004 23	1,110 77	.....	125 56	70 91
Coney Island and Brooklyn.....	.....	60 00	46,478 84	a	.....	8,254 63	1,489 32
Dry Dock, East Broadway and Battery.....	.....	101 00	133,944 73	9,512 41	.....	21,914 01	2,924 44
Dunkirk and Fredonia.....	.....	21,601 45	874 14	.....	.....	124 10	34 31
East Genesee Street and Seward Avenue.....	600 00	5,303 09	1,591 05	15,319 01	.....	330 11	34 17
Elgin Avenue.....	5,000 00	2,579 42	167,882 59	416 00	.....	85,444 08	4,447 84
Elmira and Horseheads.....	840 00	210 00	1,920 00	1,280 00	.....	2,052 19	152 08
Fifth Ward.....	.....	a	.....	a	.....	1,289 90	61 46
Fonda and Fultonville.....	.....	.....	63,642 71	.....	.....	8,208 78	1,052 07
Forty-second Street and Grand Street Ferry.....	14,676 37	.....	.....	.....	.....	.....	.....
Frankfort and Hion.....	1,292 00	131 56	4,967 27	.....	.....	630 17	908 63
Genesee and Water Street.....	700 00	1,534 57	25,617 85	4,466 20	.....	4,045 14	374 70
Grand Street and Newtown.....	1,900 00	8,831 14	24,237 06	1,392 88	.....	6,114 27	862 03
Grand Street, Prospect Park and Flatbush.....	.....	4,529 24	16,044 25	.....	.....	2,804 60	339 26
Harlem Bridge, Morrisania and Fordham.....	.....	9 46	623 50	.....	.....	55 57	.....
Herkimer and Mohawk Street.....	.....	4,113 80	25,561 91	12,648 58	.....	12,180 01	1,303 57
Houston, West Street and Pavonia Ferry.....	3,500 00	a	2,439 81	1,192 00	45 00
Jamaica, Woodhaven and Brooklyn.....	1,000 00

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a In preceding.

b For three months.

c For nine months.

d Total cost of operating road

TABLE F—(Continued).

NAME OF ROAD.	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)
	Horsehoe- ing, material and labor.	Horses and mules.	Stable expenses.	Feed, grain, hay and grinding.	Fuel, gas, and lights.	Oil and waste.	Water tax.	Damages to persons and property and medical at- tendance.
Albany.....	\$3,177 47	\$3,477 46	\$7,307 55	\$13,457 31	\$1,336 09	a	\$1,861 00	\$53 85
Amsterdam Street.....	123 60	310 00	130 00	730 60	13 80	13 00	.....	.....
Astoria and Hunter's Point.....	360 00	900 00	700 00	2,600 00	30 00	22 00	.....	.....
Atlantic Avenue.....	5,630 06	8,734 50	18,517 60	37,363 62	1,263 29	86 70	.....	2,196 55
Atbourn and Owasco Lake.....	70 00	.....	10 31	672 73	.....	6 25	15 60	.....
Babylon.....	12 00	.....	.....	120 00	.....	.....	.....	.....
Broadway (Brooklyn).....	3,820 06	3,880 00	12,618 49	24,371 06	3,321 22	864 07	431 57	664 61
Broadway and Seventh Avenue.....	21,324 24	34,100 00	56,638 26	106,194 24	5,915 81	727 76	1,081 50	1,964 50
Brooklyn City.....	31,823 69	48,118 50	123,967 21	192,354 28	7,707 91	1,088 02	.....	11,618 40
Brooklyn City and Newtown.....	3,760 34	5,860 00	9,156 62	28,604 63	693 14	235 74	.....	7,531 68
Brooklyn Crostow.....	4,089 33	12,684 50	13,547 87	26,291 13	1,149 35	135 66	475 54	1,250 60
Buffalo East Side Street.....	1,190 62	2,340 00	13,667 75	a	229 88	228 21	60 00	13 10
Buffalo Street.....	3,574 78	4,028 15	19,329 10	14,024 39	1,885 30	196 60	467 75	39 25
Bushwick.....	4,261 13	6,760 00	12,104 08	26,718 48	1,821 05	345 06	750 56	314 03
Central City.....	723 90	.....	900 00	2,003 87	.....	.....	.....	.....
Central Crostow.....	2,865 53	3,428 00	9,163 23	18,978 15	714 75	481 47	290 56	85 18
Central Park, North and East River.....	14,691 44	26,345 00	63,665 24	81,619 99	3,900 49	304 76	953 86	1,782 90
Christopher and Tenth Street.....	3,117 19	9,360 00	9,174 43	16,297 80	1,643 81	a	133 40	1,864 00
City of Foughkeepsie.....	633 61	638 85	1,437 45	2,297 67	95 57	.....	66 76	23 00
Coney Island and Brooklyn.....	4,180 63	8,507 25	12,130 42	26,576 23	1,389 91	293 85	281 74	705 00
Dry Dock, East Broadway and Battery.....	12,350 64	24,617 50	43,419 57	70,627 06	8,116 00	783 06	790 60	4,876 24
Dunkirk and Fredonia.....	106 70	.....	224 74	699 78	13 50	36 63	6 00	.....
East Genesee and Seward Avenue.....	142 00	.....	20 64	1,145 46	.....	12 60	31 00	.....
Eighth Avenue.....	18,419 32	40,437 00	49,132 34	132,433 25	7,044 68	782 25	1,618 12	1,743 40
Elmira and Horseheads.....	574 65	.....	1,215 27	1,832 21	151 39	43 75	75 60	82 29
Fifth Ward.....	389 37	327 64	166 75	1,907 90	37 45	.....	.....	.....
Fonda and Fultonville.....	7,831 09	19,425 00	24,793 04	31,851 61	984 89	30 00	721 73	1,509 60
Forty-second Street and Grand Street Ferry.....	.....	.....	.....	25 00	.....	.....	.....	.....
Frankfort and Ithaca.....	.....	.....	.....	2,609 86	.....	.....	.....	10 07
Genesee and Water Street.....	644 96	648 41	216 83	2,609 86	230 77	.....	255 43	183 60
Grand Street and Newtown.....	3,118 62	2,817 55	7,621 59	16,088 11	625 32	a	.....	.....
Grand Street, Prospect Park and Flatbush.....	1,999 84	6,145 00	6,779 49	16,832 37	33 50	876 63	169 76	.....
Harlem Bridge, Morrisania and Fordham.....	2,325 24	1,715 00	8,322 93	11,816 86	403 74	32 06	805 78	264 00
Hewitt and Mohawk Street.....	.....	.....	.....	.....	25 10	.....	.....	.....
Houston, West Street and Pavonia Ferry.....	4,628 48	8,705 00	13,359 91	24,985 54	1,760 76	114 57	294 75	108 00
Jamaica, Woodhaven and Brooklyn.....	757 38	.....	1,645 75	3,796 83	83 60	22 40	.....	.....
Johnstown, Gloversville and Kingsboro [b].....	90 14	.....	921 57	291 55	8 36	21 88	.....	.....

RAILROAD REPORT.

clxv

Johnstown, Johnstownville and Krogshorn [a]	1890 47	1900 47	1910 48	1920 49	1930 49	1940 41	1950 37	1960 38	1970 38	1980 38	1990 38	2000 38	2010 38	2020 38	2030 38	2040 38	2050 38	2060 38	2070 38	2080 38	2090 38	2100 38	2110 38	2120 38	2130 38	2140 38	2150 38	2160 38	2170 38	2180 38	2190 38	2200 38	2210 38	2220 38	2230 38	2240 38	2250 38	2260 38	2270 38	2280 38	2290 38	2300 38	2310 38	2320 38	2330 38	2340 38	2350 38	2360 38	2370 38	2380 38	2390 38	2400 38	2410 38	2420 38	2430 38	2440 38	2450 38	2460 38	2470 38	2480 38	2490 38	2500 38	2510 38	2520 38	2530 38	2540 38	2550 38	2560 38	2570 38	2580 38	2590 38	2600 38	2610 38	2620 38	2630 38	2640 38	2650 38	2660 38	2670 38	2680 38	2690 38	2700 38	2710 38	2720 38	2730 38	2740 38	2750 38	2760 38	2770 38	2780 38	2790 38	2800 38	2810 38	2820 38	2830 38	2840 38	2850 38	2860 38	2870 38	2880 38	2890 38	2900 38	2910 38	2920 38	2930 38	2940 38	2950 38	2960 38	2970 38	2980 38	2990 38	3000 38	3010 38	3020 38	3030 38	3040 38	3050 38	3060 38	3070 38	3080 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a In preceding.

b For three months.

o For nine months.

TABLE F—(Continued).

NAME OF ROAD.	(47)	(48)	(49)	(50)	(51)	(52)	(53)
	Law expenses.	Rents and use of other roads, ferries, etc.	Insurance.	Advertising and printing.	United States tax on earnings.	Contingencies.	Total cost of operating road, and repairs.
Albany.....	\$500 50	\$1,432 50	\$830 00	\$734 27	\$1,093 89	\$195 26	\$78,433 18
Amsterdam Street.....	.....	.....	18 87	26 00	.....	86 80	2,670 92
Astoria and Hunter's Point.....	150 00	.....	17 00	20 00	.....	.....	9,494 00
Atlantic Avenue.....	2,725 08	2,061 86	1,184 06	417 99	.....	8,025 60	166,811 56
Auburn and Owasco Lake.....	18 11	.....	74 76	6 17	.....	103 68	1,897 16
Babylon.....	.....	50 00	.....	.....	.....	.....	512 00
Broadway (Brooklyn).....	1,109 51	245 00	1,403 04	30 50	.....	3,061 17	129,992 22
Broadway and Seventh Avenue.....	12,358 37	.....	3,108 25	43 40	.....	12,742 87	517,017 30
Brooklyn City.....	2,400 00	2,828 53	5,963 03	9,253 99	.....	24,932 04	962,353 43
Brooklyn City and Newtown.....	3,698 10	1,792 61	1,260 00	231 86	.....	2,664 78	125,428 07
Brooklyn Crostown.....	817 28	1,233 55	1,412 82	712 71	.....	7,884 14	143,138 01
Buffalo East Side Street.....	635 47	.....	392 00	509 27	.....	28 22	36,579 37
Buffalo Street.....	1,966 48	.....	1,606 32	2,114 45	.....	3,682 26	102,271 72
Bushwick.....	1,300 57	4,354 70	1,246 71	185 00	.....	5,979 83	159,734 55
Central City.....	.....	.....	147 12	.....	.....	620 35	8,521 37
Central Crostown.....	5 75	900 00	540 00	880 56	.....	8,463 91	76,827 55
Central Park, North and East River.....	280 44	6,875 00	3,296 32	978 18	.....	5,953 15	440,929 28
Christopher and Tenth Street.....	360 27	300 00	1,173 60	843 15	.....	1,060 00	82,861 82
City of Poughkeepsie.....	.....	.....	162 86	10 35	.....	303 74	10,515 49
Coney Island and Brooklyn.....	173 75	295 00	1,412 43	583 92	.....	2,473 60	128,776 69
Dry Dock, East Broadway and Battery.....	2,417 18	8,097 85	5,894 90	506 93	.....	4,625 99	870,263 19
Dunkirk and Freehold.....	.....	55 50	18 25	.....	.....	.....	2,084 65
East Genesee Street and Seward Avenue.....	35 22	.....	149 50	12 33	.....	207 37	4,416 34
Elmhurst and Horseheads.....	6,006 86	10,930 00	2,572 50	507 97	.....	5,552 95	517,414 57
Fifth Ward.....	126 92	.....	194 50	623 34	.....	623 82	16,024 18
Fonda and Fultonville.....	.....	.....	142 87	78 93	.....	626 07	9,442 96
Forty-second Street and Grand Street Ferry.....	2,533 88	1,500 00	1,584 82	.....	.....	10,128 19	190,443 58
Frankfort and Ilion.....	.....	.....	.....	36 85	.....	.....	1,312 85
Genesee and Water Streets.....	78 00	151 27	151 27	106 94	.....	212 93	11,528 00
Grand Street and Newtown.....	1,150 00	1,150 00	872 97	216 95	.....	984 81	72,819 16
Harlem Bridge, Prospect Park and Flatbush.....	383 50	2,631 88	886 16	293 90	.....	633 21	72,301 43
Herkimer and Mohawk Street.....	187 11	407 60	1,101 91	356 56	.....	1,018 63	53,614 38
Houston, West Street and Paxonville Ferry.....	200 00	25 00	.....	36 49	.....	1,470 00	2,257 62
Jamaica, Woodhaven and Brooklyn.....	.....	6,866 16	1,207 02	682 87	.....	1,900 48	123,595 34
Johnstown, Gloversville and Kingsboro.....	50 00	100 00	370 00	47 30	.....	.....	12,388 16
Johnstown, Gloversville and Kingsboro [a].....	.....	150 00	83 25	11 70	.....	17 37	1,573 94
Kingston and Rondout.....	420 47	2,029 80	.....	21 50	.....	34 66	7,324 33
.....	.....	.....	380 27	.....	.....	414 60	11,319 06

TABLE G.
EARNINGS.

NAME OF ROAD.	(54)	(55)	(56)	(57)
	Passengers.	Freight.	Other sources.	Total earnings
Albany.....	\$94,688 00	\$5,769 86	\$2,585 80	\$102,993 65
Amsterdam Street.....	2,984 80	.....	.....	2,984 80
Astoria and Hunter's Point.....	10,612 00	.....	.....	11,212 00
Atlantic Avenue.....	243,282 45	.....	.....	278,728 81
Auburn and Owasco Lake.....	2,351 02	.....	36,446 89	2,351 02
Babylon.....	438 90	.....	.....	438 90
Broadway (Brooklyn).....	208,285 77	.....	8,567 27	216,853 04
Broadway and Seventh Avenue.....	922,627 88	.....	21,001 67	943,629 55
Brooklyn City.....	1,460,410 76	.....	34,229 20	1,494,639 96
Brooklyn City and Newtown.....	193,881 66	.....	3,546 19	197,427 85
Brooklyn Cross-town.....	203,286 76	.....	8,551 23	206,837 99
Buffalo East Side Street.....	60,783 57	.....	2,072 75	62,856 32
Buffalo Street.....	170,991 75	.....	6,346 31	177,338 06
Rushwick.....	217,773 75	.....	2,360 26	220,034 01
Central City.....	15,116 86	.....	316 09	15,432 95
Central Cross-town.....	117,843 83	.....	1,456 77	119,300 60
Central Park, North and East River.....	601,973 04	.....	29,586 76	721,559 80
Christopher and Tenth Street.....	103,716 15	.....	2,016 35	105,732 50
City of Poughkeepsie.....	12,726 47	.....	3,080 43	15,806 90
Coney Island and Brooklyn.....	177,758 71	312 80	4,759 80	182,811 31
Dry Dock, East Broadway and Battery.....	698,974 54	4,895 97	12,309 59	706,179 10
Dunkirk and Frelonia.....	6,446 73	.....	1,063 51	7,510 24
East Genesee Street and Seward Avenue.....	4,202 46	.....	40 00	4,242 46
Edgith Avenue.....	714,409 89	.....	80,610 90	795,020 79
Edgith and Horabada.....	15,620 39	.....	92 89	15,713 28
Fifth Ward.....	12,357 18	.....	122 50	12,479 68
Fonda and Fultonville.....	927 50	.....	1,350 00	1,277 50
Forty-second Street and Grand Street Ferry.....	335,207 73	.....	1,296 10	336,503 83
Frankfort and Union.....	1,768 96	.....	.....	1,768 96
Genesee and Water Street.....	14,167 71	.....	235 70	14,403 41
Grand Street and Newtown.....	95,356 73	.....	8,401 47	103,758 20
Harlem Bridge, Morrisania and Fordham.....	83,532 27	.....	1,106 94	84,639 21
Herkimer and Mohawk Street.....	75,863 41	.....	1,889 64	77,753 05
Houston, West Street and Paveonia Ferry.....	3,546 00	.....	407 75	3,953 75
Jamaica, Woodhaven and Brooklyn.....	167,863 05	.....	16,419 53	184,282 58
Johnstown, Gloversville and Kingsboro (a).....	14,196 50	.....	2,316 60	16,513 10
Johnstown, Gloversville and Kingsboro (b).....	2,470 00	.....	1,942 14	4,412 14
Kingston and Rondout.....	6,656 55	.....	1 25	6,657 80
	10,201 19	.....	286 81	10,488 00

TABLE G—(Continued).
PAYMENTS OTHER THAN FOR CONSTRUCTION.

NAME OF ROAD.	(58)	(59)	(60)	(61)	(62)
	Transportation expenses, main- tenance and re- pairs.	Interest.	Dividends.	All other payments.	Total payments.
<i>Albany</i>	\$85,300 00	\$5,121 61	\$5,000 00	\$5,722 89	\$104,253 10
<i>Amsterdam Street</i>	2,920 48	11 77	.....	.....	2,932 25
<i>Astoria and Hunter's Point</i>	11,704 00	1,549 75	.....	20 25	13,274 00
<i>Atlantic Avenue</i>	173,170 07	33,078 12	16,315 00	.....	222,563 19
<i>Auburn and Owego Lake</i>	1,883 50	1,408 75	.....	.....	3,292 25
<i>Babylon</i>	687 00	.....	.....	.....	687 00
<i>Broadway (Brooklyn)</i>	130,370 39	17,725 05	24,000 00	.....	181,095 44
<i>Broadway and Seventh Avenue</i>	574,589 54	119,000 00	159,500 00	.....	893,089 54
<i>Brooklyn City</i>	1,114,882 49	27,509 53	230,000 00	.....	1,482,392 13
<i>Brooklyn City and Newtown</i>	139,782 38	31,123 15	.....	.....	170,905 53
<i>Brooklyn Cross-street</i>	122,133 76	21,030 00	.....	.....	173,763 76
<i>Buffalo East Side Street</i>	30,320 03	15,083 41	.....	1,378 00	56,781 44
<i>Buffalo Street</i>	113,416 46	45,023 04	.....	.....	157,475 10
<i>Bunker</i>	169,905 35	22,731 32	15,450 00	720 00	208,806 67
<i>Bunker and East River</i>	10,325 99	420 00	4,000 00	.....	14,745 99
<i>Central City</i>	81,815 14	17,570 02	.....	.....	99,385 16
<i>Central Cross-street</i>	475,617 50	64,751 79	.....	.....	540,369 29
<i>Central Park, North and East River</i>	91,314 36	7,892 86	102,363 30	.....	199,569 52
<i>Christopher and Tenth Street</i>	11,212 33	503 22	.....	118 35	11,834 90
<i>City of Poughkeepsie</i>	130,734 73	21,024 02	.....	2,207 75	154,966 50
<i>Coey Island and Brooklyn</i>	430,927 77	68,606 84	96,000 00	20,700 82	585,424 61
<i>Dry Dock, East Broadway and Battery</i>	2,801 91	.....	.....	.....	2,801 91
<i>Dunkirk and Fredonia</i>	4,469 01	1,173 83	5,010 00	442 00	11,064 84
<i>East Genesee and Seward Avenue</i>	577,910 06	15,220 00	.....	.....	593,130 06
<i>Eight Avenue</i>	10,213 39	1,520 43	120,000 00	.....	131,733 82
<i>Elmira and Horseheads</i>	10,441 14	1,004 50	.....	.....	11,445 64
<i>Fifth Ward</i>	934 00	.....	.....	.....	934 00
<i>Fourth and Fulton</i>	217,612 46	16,520 00	82,280 00	.....	316,412 46
<i>Fourth Second Street and Grand Street Ferry</i>	1,826 00	.....	.....	.....	1,826 00
<i>Frankfort and Union Streets</i>	13,268 00	1,304 50	.....	2,503 31	17,075 81
<i>Grand street and Newtown</i>	77,727 50	11,507 81	.....	1,060 00	89,795 31
<i>Grand street and Prospect Park and Flatbush</i>	75,627 30	23,273 04	.....	.....	98,900 34
<i>Harlem Bridge, Morrisania and Fordham</i>	57,312 04	10,220 00	.....	.....	67,532 04
<i>Hester and Mohawk Street</i>	2,637 82	850 00	3,487 82
<i>Houston, West Street and Favonia Ferry</i>	146,482 30	36,072 61	182,554 91

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Jamaica, Woodhaven and Brooklyn.....	18,795 82	126 77	18,795 82
Johnston, Chatterville and Kingsboro.....	2,037 84	2,037 84
Kingston, Chatterville and Kingsboro.....	11,440 01	.....	.....	.....	11,440 01
Kingston and City and Calvary Cemetery.....	3,887 95	.....	87 60	.....	3,887 95
Long Island City and St. John.....	10,032 91	.....	.....	.....	10,032 91
Long Island City and St. John.....	4,032 76	.....	.....	.....	4,032 76
Madawak and Lion.....	2,270 56	.....	.....	.....	2,270 56
Madawak and Lion.....	74,004 91	.....	300 00	.....	74,004 91
New Brighton and Onondaga Valley.....	710,225 56	.....	.....	.....	710,225 56
New Williamsburgh and Flatbush.....	70,001 85	.....	.....	.....	70,001 85
North Avenue.....	50,404 32	.....	.....	.....	50,404 32
North Second Street and Middle Village.....	916,027 78	.....	.....	.....	916,027 78
Prospect Park and Coney Island.....	106,013 24	.....	6,250 00	.....	106,013 24
Rochester City and Brighton.....	730,403 11	.....	.....	.....	730,403 11
Second Avenue.....	632,483 59	.....	.....	.....	632,483 59
Sixth Avenue.....	47,392 76	.....	.....	.....	47,392 76
South Ferry.....	43,171 74	.....	.....	.....	43,171 74
South Brooklyn Central.....	18,579 68	.....	.....	.....	18,579 68
Staten Island Shore.....	13,748 91	.....	433 86	.....	13,748 91
Syracuse and Geddes.....	13,225 66	.....	.....	.....	13,225 66
Syracuse and Onondaga.....	1,631,080 21	.....	.....	.....	1,631,080 21
Third Avenue.....	15,554 50	.....	.....	.....	15,554 50
Troy and Albany.....	124,008 89	.....	.....	.....	124,008 89
Troy and Lansingburgh.....	445,006 81	.....	309 18	.....	445,006 81
Twenty-third Street.....	28,071 92	.....	.....	.....	28,071 92
Utica, Clinton and Binghamton.....	11,003 58	.....	.....	.....	11,003 58
Utica and Mohawk.....	1,492 54	.....	120 00	.....	1,492 54
Van Brunt Street and Erie Basin.....	2,343 90	.....	.....	.....	2,343 90
Washington Street and State Asylum.....	62,444 87	.....	.....	.....	62,444 87
Watervliet Turnpike and Railroad.....	.....	.....	.....	.....	.....
	\$3,900,428 05	\$1,140,172 37	\$1,918,104 30	\$43,030 36	\$12,008,333 08

a Includes dividend on stock of 125th Street R. R. Co.

b Includes dividend on stock of Bloecker Street and Fulton Ferry R. R. Co.

c Includes dividend on stock of Troy and Cohoes R. R. Co.

TABLE G—(Continued).
PAYMENTS OTHER THAN FOR CONSTRUCTION.

NAME OF ROAD.	(58) Transportation expenses main- tenance and re- pairs.	(59) Interest.	(60) Dividends.	(61) All other payments.	(62) Total payments.
Albany.....	\$86,390 00	\$6,124 61	\$6,000 00	\$6,722 89	\$104,238 10
Amsterdam Street.....	2,923 43	11 77	.....	.....	2,941 25
Astoria and Hunter's Point.....	11,734 00	1,549 75	.....	20 25	13,304 00
Atlantic Avenue.....	173,170 07	33,078 12	16,315 00	.....	222,563 19
Auburn and Owasco Lake.....	1,883 50	1,408 75	.....	.....	3,292 25
Babylon.....	687 00	.....	.....	.....	687 00
Broadway (Brooklyn).....	180,370 29	17,723 05	24,000 00	.....	181,093 84
Broadway and Seventh Avenue.....	574,593 54	119,000 00	199,500 00	.....	893,093 54
Brooklyn City.....	1,143,882 49	27,809 63	290,000 00	.....	1,461,692 14
Brooklyn City and Newtown.....	139,783 38	31,126 15	.....	.....	170,909 53
Brooklyn Cross-town.....	152,133 78	21,630 00	.....	.....	173,763 78
Buffalo East Side Street.....	20,591 03	16,083 41	.....	1,378 09	36,054 53
Buffalo Street.....	113,416 46	43,928 04	.....	.....	157,375 10
Bushwick.....	169,905 26	22,731 32	15,450 00	720 00	208,806 58
Central City.....	10,328 99	420 00	4,000 00	.....	14,748 99
Central Cross-town.....	81,815 14	17,576 62	.....	.....	99,391 76
Central Park, North and East River.....	476,617 59	84,751 79	102,883 30	.....	664,252 68
Christopher and Tenth Street.....	91,314 36	7,882 86	.....	.....	99,225 37
City of Poughkeepsie.....	11,212 33	562 23	.....	118 25	14,012 30
Coney Island and Brooklyn.....	180,764 75	21,020 62	.....	2,267 75	181,486 19
Dry Dock, East Broadway and Battery.....	420,937 77	66,496 84	96,000 00	20,700 82	585,424 61
Dunkirk and Predonia.....	2,391 91	.....	3,016 00	442 00	6,379 91
East Genesee and Seward Avenue.....	4,469 01	1,173 83	.....	.....	5,642 84
Elmira Avenue.....	577,910 06	16,220 00	120,000 00	.....	713,150 06
Elmira and Horseheads.....	19,212 29	1,230 43	.....	.....	20,442 72
Fifth Ward.....	10,444 14	1,800 90	.....	.....	12,245 04
Fonda and Fultonville.....	934 00	.....	.....	.....	934 00
Forty-second Street and Grand Street Ferry.....	217,012 46	16,620 00	82,280 00	.....	316,412 46
Frankfort and Ilion.....	1,830 90	.....	.....	.....	1,830 90
Genesee and Water Streets.....	13,268 66	1,396 50	.....	2,583 91	17,259 07
Grand Street and Newtown.....	77,727 50	11,666 81	.....	1,050 00	90,444 31
Grand Street, Prospect Park and Flatbush.....	76,627 39	23,973 04	.....	.....	96,600 43
Harlem Bridge, Morrisania and Fordham.....	57,912 04	10,320 00	.....	.....	68,232 04
Herkimer and Mohawk Street.....	2,637 82	.....	520 00	.....	3,157 82
Houston, West Street and Pavonia Ferry.....	146,493 50	36,673 61	.....	.....	183,167 11

Jamaica, Woodhaven and Brooklyn.....	19,765 92	.....	.....	.....	186 77	.....	.....	.....	19,765 92
Johnstown, Gloversville and Kingsboro.....	2,117 31	.....	.....	.....	.....	.....	.....	.....	2,117 31
Johnstown, Gloversville and Kingsboro.....	7,185 88	.....	.....	.....	.....	.....	.....	.....	7,185 88
Knox Island City and Calvary Cemetery.....	11,464 00	.....	.....	.....	.....	.....	.....	.....	11,464 00
Long Island City and Calvary Cemetery.....	2,857 35	.....	.....	.....	.....	.....	.....	.....	2,857 35
Long Island City Shore.....	10,452 81	.....	.....	.....	87 50	.....	.....	.....	10,452 81
Long Island City Shore.....	4,032 76	.....	.....	.....	.....	.....	.....	.....	4,032 76
Madison and Union.....	2,470 36	.....	.....	.....	.....	.....	.....	.....	2,470 36
New Brighton and Oronogo Valley.....	74,004 91	.....	.....	.....	300 00	.....	.....	.....	74,004 91
New Williamsburgh and Flatbush.....	710,825 66	.....	.....	.....	.....	.....	.....	.....	710,825 66
New York and Harlem.....	70,901 85	.....	.....	.....	.....	.....	.....	.....	70,901 85
Ninth Avenue.....	50,004 33	.....	.....	.....	.....	.....	.....	.....	50,004 33
North Second Street and Middle Village.....	210,027 34	.....	.....	.....	.....	.....	.....	.....	210,027 34
Prospect Park and Coney Island.....	104,013 54	.....	.....	.....	6,250 00	.....	.....	.....	104,013 54
Rochester City and Brighton.....	780,446 11	.....	.....	.....	.....	.....	.....	.....	780,446 11
Second Avenue.....	682,483 59	.....	.....	.....	.....	.....	.....	.....	682,483 59
Sixth Avenue.....	47,392 76	.....	.....	.....	.....	.....	.....	.....	47,392 76
South Brooklyn Central.....	43,171 74	.....	.....	.....	.....	.....	.....	.....	43,171 74
South Ferry.....	18,579 68	.....	.....	.....	.....	.....	.....	.....	18,579 68
Staten Island Shore.....	13,718 91	.....	.....	.....	453 86	.....	.....	.....	13,718 91
Syracuse and Geddes.....	13,923 06	.....	.....	.....	.....	.....	.....	.....	13,923 06
Syracuse and Onondaga.....	1,631,080 21	.....	.....	.....	.....	.....	.....	.....	1,631,080 21
Third Avenue.....	16,554 50	.....	.....	.....	.....	.....	.....	.....	16,554 50
Troy and Albion.....	182,098 88	.....	.....	.....	.....	.....	.....	.....	182,098 88
Troy and Lansingburgh.....	443,096 81	.....	.....	.....	809 18	.....	.....	.....	443,096 81
Twenty-third Street.....	28,671 93	.....	.....	.....	.....	.....	.....	.....	28,671 93
Utica, Clinton and Binghamton.....	1,844 83	.....	.....	.....	.....	.....	.....	.....	1,844 83
Utica and Mohawk.....	10,492 54	.....	.....	.....	150 00	.....	.....	.....	10,492 54
Van Brunt Street and Erie Basin.....	2,343 86	.....	.....	.....	.....	.....	.....	.....	2,343 86
Washington Street and State Asylum.....	62,444 87	.....	.....	.....	9,437 61	.....	.....	.....	62,444 87
Wadsworth Turnpike and Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	\$3,900,426 05	\$1,140,172 37	\$1,918,104 30	\$43,630 36	\$12,008,313 08				

^a Includes dividend on stock of 125th Street R. R. Co.

^c Includes dividend on stock of Bloeker Street and Fulton Ferry R. R. Co.

^b Includes dividend on stock of Troy and Cohoes R. R. Co.

TABLE H.
CLASSIFICATION OF ACCIDENTS.

NAME OF ROAD.	PASSENGER'S.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Albany.....	...	2	...	...	...	...	...	2
Atlantic Avenue.....	...	8	...	...	...	1	...	9
Broadway of Brooklyn.....	...	1	...	...	1	...	1	1
Broadway and Seventh Avenue.....	...	2	...	...	3	...	3	2
Brooklyn City.....	2	2	1	...	...	5	3	7
Brooklyn City and Newtown.....	1	...	...	...	...	...	1	...
Brooklyn Crosstown.....	2	2	2	2
Buffalo East Side.....	1	...	1
Bushwick.....	...	2	...	...	...	1	...	3
Central Crosstown.....	2	3	2	3
Central Park, North and East River.....	...	5	1	...	2	3	2	9
Christopher and Tenth Street.....	1	1	1	1	1
City of Poughkeepsie.....	1	...	...	...	1
Coney Island and Brooklyn.....	...	1	...	...	3	...	4	5
Dry Dock, East Broadway and Battery.....	...	1	1	...	1	4	2	5
Eighth Avenue.....	1	1	...	...	...	1	1	2
Elmira and Horseheads.....	1
Forty-second Street and Grand Street Ferry.....	...	2	...	...	...	...	...	2
Grand Street and Newtown.....	...	2	...	...	...	...	...	2
Grand Street, Prospect Park and Flatbush.....	1	...	1
Harlem Bridge, Morrisania and Fordham.....	...	1	...	...	...	...	...	1
Houston, West Street and Pavonia Ferry.....	...	3	...	...	1	2	1	5
New Williamsburgh and Flatbush.....	...	1	...	...	...	...	...	1
New York and Harlem.....	...	2	1	...	3	4	4	6
Ninth Avenue.....	1	...	1	...
North Second Street and Middle Village.....	...	1	...	...	...	...	...	1
Prospect Park and Coney Island.....	...	1	6	2	...	1	6	4
Rochester City and Brighton.....	1	2	1	2
Second Avenue.....	...	3	...	...	5	1	5	4
Sixth Avenue.....	...	5	...	...	1	10	1	15
South Ferry.....	...	2	...	...	...	2	...	4
Third Avenue.....	1	2	...	...	1	5	2	7
Twenty-third Street.....	4	2	4	2
Utica, Clinton and Binghamton.....	...	1	...	...	...	...	...	1
Washington Street and State Asylum.....	1	...	1	...
	5	51	9	4	30	55	44	111

ABSTRACT

OF THE

REPORTS OF RAILROAD CORPORATIONS FOR THE YEAR ENDING
SEPTEMBER 30, 1878.*

TABLE A.

STOCK AND DEBTS.

Roads operated with Steam :

Amount of capital stock by charter and acts of the Legislature	\$602,034,810 00
Amount of capital stock subscribed	430,639,777 48
Amount of capital stock paid in as by last report	399,585,563 81
Amount of capital stock now paid in	409,945,754 25
Amount of funded debt as by last report	329,679,226 06
Amount now of funded debt	338,034,527 14
Amount of floating debt as by last report	30,041,800 40
Amount now of floating debt	22,401,437 64
Total amount now of funded and floating debt ..	360,435,964 78

Roads operated with Horse Power :

Amount of capital stock by charter and acts of the Legislature	\$30,099,000 00
Amount of capital stock subscribed	23,537,444 17
Amount of capital stock paid in as by last report	23,166,382 50
Amount of capital stock now paid in	23,201,130 36
Amount of funded debt as by last report	15,505,214 43
Amount now of funded debt	15,756,976 93
Amount of floating debt as by last report	2,125,643 51
Amount now of floating debt	2,371,854 90
Total amount now of funded and floating debt ..	18,128,831 83

*The following amounts include the stock, debts, cost of road, etc., business, earnings, expenses, etc., of several important railroad companies, a small portion only of each of whose roads are located in this State. Their reports are made for the whole line.

TABLE B.

COST OF CONSTRUCTION AND EQUIPMENT.

Roads operated with Steam :

For graduation and masonry.....	\$316,671,926	60
For bridges	9,483,402	28
For superstructure, including iron.....	78,977,144	18
For passenger and freight stations, buildings and fixtures	22,087,243	90
For engine and car-houses, machine shops, machinery and fixtures	5,971,634	28
For land, land damages, and fences.....	33,051,289	38
For locomotives and fixtures, and snow plows....	46,048,940	53
For passenger and baggage cars	6,914,574	50
For freight and other cars	27,352,266	06
For engineering and agencies.....	9,991,249	57
Miscellaneous.....	104,528,455	07

Total cost of construction and equipment... \$661,078,126 35

Roads operated with Horse Power :

For road-bed and superstructure, including iron..	\$23,793,212	16
For lands, buildings and fixtures, including land damages.....	10,491,032	26
For dummy cars, horses, mules, and harness	3,487,638	49
For cars and sleighs	2,544,438	53

Total cost for construction and equipment... \$40,316,371 44

TABLE C.

CHARACTERISTICS OF ROAD.

Roads operated with Steam :

Length of road in miles built and projected.....	9,726.31
Length of road laid	6,385 43 }
Length of branches laid.....	2,005 30 }
Length of double track, including sidings.....	*8,390.73
Length of double track on branches	4,016.96
Length of equivalent single track.....	341.37
Length of equivalent single track.....	12,749.06
Number of engine-houses and shops.....	395

* Length of road laid in this State 5,752.24.

Number of engines	2,801
Number of first-class passenger cars	1,993
Number of second-class cars	358
Number of baggage, mail, and express cars	741
Number of freight cars	59,413
<i>Roads operated with Horse Power:</i>	
Length of road in miles	537.58
Length of road laid	426.03
Length of double track, including sidings	278.19
Number of dummy cars	26
Number of passenger cars	3,175
Number of freight cars	30
Number of horses and mules	18,154

TABLE D.—BUSINESS OF THE YEAR.

ROADS OPERATED WITH STEAM.

Passenger Transportation:

Miles run by passenger trains	21,284,480
Number of passengers, all classes, carried in cars	48,769,084
Number of miles traveled by passengers, or number of passengers carried one mile	1,016,580,956

Freight Transportation:

Miles run by freight trains	38,499,975
Number of tons carried in freight trains	38,320,573
Total movement of freight, or number of tons carried one mile	5,807,260,813

Classification of Freight:

Products of the forest	2,277,617
Products of animals	2,387,334
Vegetable food	6,815,732
Other agricultural products	1,617,987
Manufactures	2,728,366
Merchandise	3,863,827
Coal	12,280,513
Other articles	6,077,877

Total	38,049,253
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Roads operated with Horse Power:

Number of passengers carried in city cars	244,290,364
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TABLE E. — COST OF MAINTENANCE OF ROAD.

ROADS OPERATED WITH STEAM.

Allotted to Passenger Transportation :

Repairs of road-bed and way, exclusive of iron..	\$2,274,836	30
Cost of iron for repairs.....	552,093	99
Repairs of buildings	324,460	57
Repairs of fences and gates	56,525	89
Taxes on real estate	975,685	17
Total	\$4,183,601	92

Allotted to Freight Transportation :

Repairs of road-bed and way, exclusive of iron..	\$5,169,012	32
Cost of iron for repairs.....	1,405,304	43
Repairs of buildings	582,113	54
Repairs of fences and gates	115,402	44
Taxes on real estate	1,890,592	99
Total	\$9,162,425	72

Allotted to passenger transportation.....	\$4,183,601	92
Allotted to freight transportation	9,162,425	72
Total	\$13,346,027	64

Roads operated with Horse Power :

Repairs of road-bed and way, buildings and fixtures, including iron.....	\$528,904	57
Taxes on real estate	350,063	22
Total	\$878,967	79

TABLE F.

COST OF REPAIRS AND MACHINERY.

Allotted to Passenger Transportation :

Repairs of engines.....	\$1,137,521 57
Repairs of cars	1,134,072 39
Repairs of tools, etc.....	63,803 73
Incidental expenses, oil, fuel, etc.	125,414 56
Total	<u>\$2,460,812 25</u>

Allotted to Freight Transportation :

Repairs of engines.....	\$2,600,510 65
Repairs of cars	3,709,285 53
Repairs of tools, etc.....	145,794 10
Incidental expenses, oil, fuel, etc.....	367,182 17
Total	<u>\$6,822,772 45</u>

Allotted to passenger transportation.....	\$2,460,812 25
Allotted to freight transportation	6,822,772 45
Total	<u>\$9,283,584 70</u>

TABLE G.—COST OF OPERATING THE ROAD.

ROADS OPERATED WITH STEAM.

Allotted to Passenger Transportation :

Office expenses, stationery, etc.....	\$361,321 12
Agents and clerks.....	1,663,187 42
Porters, watchmen, and switchmen.....	656,743 90
Wood and water station attendance.....	78,035 92
Conductors, baggagemen, and brakemen.....	1,419,114 59
Enginemen and firemen	1,186,091 11
Fuel, cost, and labor of preparing for use.....	1,910,798 92
Oil and waste for engines and tenders.....	233,971 15
Oil and waste for cars.....	38,205 84
Loss and damage of goods and baggage.....	13,158 83
Damages for injuries to persons.....	129,836 07
Damages for property and for cattle killed.....	18,784 09

General superintendence	\$281,945 98
Contingencies	1,106,195 98
Total	<u>\$9,097,390 92</u>

Allotted to Freight Transportation :

Office expenses, stationery, etc.....	\$586,628 15
Agents and clerks	3,640,974 77
Labor loading and unloading freight	2,393,004 95
Porters, watchmen, and switchmen.....	1,010,797 65
Wood and water station attendance.....	156,009 46
Conductors, baggagemen, and brakemen.....	2,817,518 63
Enginemen and firemen	2,805,066 43
Fuel, cost, and labor of preparing for use.....	4,214,617 32
Oil and waste for engines and tenders.....	465,115 48
Oil and waste for cars	103,673 22
Loss and damage of goods and baggage.....	146,270 34
Damages for injuries to persons.....	53,793 05
Damages for property and for cattle killed.....	41,884 85
General superintendence	604,589 21
Contingencies	5,038,893 85
Total	<u>\$24,080,837 36</u>

Allotted to passenger transportation.....	\$9,097,390 92
Allotted to freight transportation	24,080,837 36
Total	<u>\$33,178,228 28</u>

Roads operated with Horse Power :

General superintendence	\$194,799 56
Officers, clerks, agents, and office expenses.....	297,740 89
Conductors, drivers, and enginemen on dummy cars	2,581,425 62
Watchmen, starters, switchmen, etc.....	520,278 03
Repairs of dummy cars	19,141 12
Repairs of cars and sleighs.....	452,424 24
Repairs of harness, including material.....	71,596 56
Horse-shoeing, material and labor.....	289,817 41
Horses and mules	495,259 64
Stable expenses.....	799,875 95

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Feed, grain, hay, and grinding feed	\$1,612,379 56
Fuel, gas, and lights	83,495 50
Oil and waste	14,179 16
Water tax	18,111 71
Damages to persons and property, including medical expenses	77,278 44
Law expenses	102,612 52
Rents and use of other roads and ferries	96,462 13
Insurance	58,750 99
Advertising and printing	33,785 10
United States tax on earnings	1,093 89
Contingencies	206,777 69
Total	<u><u>\$8,027,285 71</u></u>

TABLE H.—EARNINGS AND PAYMENTS.

EARNINGS.

Roads operated with Steam :

From passenger business	\$23,933,749 20
From freight business	58,045,197 83
From other sources	7,470,486 96
Total earnings	<u><u>\$89,449,433 99</u></u>

Roads operated with Horse Power :

From passenger business	\$12,608,917 64
From freight business	12,169 41
From other sources	469,428 14
Total earnings	<u><u>\$13,090,515 19</u></u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

Roads operated with steam :

For transportation purposes	\$55,807,840 62
For interest	14,418,030 10
For dividends on stock	14,642,164 45

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STATE ENGINEER AND SURVEYOR'S

Amount carried to surplus fund	\$2,734,310	40
Not included above.....	3,119,791	26
Total payments.....	\$90,722,136	83

Recapitulation.

Total earnings.....	\$89,449,433	99
Deduct payments	\$90,722,136	83
Less surplus.....	2,734,310	40
	87,987,826	43
Profit.....	\$1,461,607	56

Roads operated with Horse Power, etc.:

For transportation expenses.....	\$8,906,426	05
For interest.....	1,140,172	37
For dividends on stock.....	1,918,104	30
For all other payments.....	43,630	36
Total payments.....	\$12,008,333	08

TABLE I.

ACCIDENTS.

	Roads operated with steam.	Roads op'ed horse power.
Number of passengers killed.....	11	5
Number of passengers injured.....	42	51
Number of employes killed.....	88	9
Number of employes injured.....	323	4
Number of others killed.....	223	30
Number of others injured.....	202	55
Total number killed.....	322	44
Total number injured.....	567	111

COMPARATIVE STATEMENT OF CERTAIN ITEMS OF THE ABSTRACTS OF THE REPORTS OF STEAM ROADS FOR 1877 AND 1878.

ITEMS.	1877.	1878.	Increase.	Decrease.	Per cent increase.	Per cent decrease.
Capital stock, as by charter.						
Capital stock paid in.	\$576,925,119 00	\$602,034,810 00	\$25,008,700 00		04 03	
Unpaid stock.	402,690,137 76	400,916,731 25	7,255,616 49		01 77	
Unpaid debt.	332,611,921 65	338,034,037 11	5,422,096 08		01 64	
Floating debt.	933,325,130 00	25,401,437 61		\$8,123,032 41		03 02
Funded and floating debt.	933,325,130 00	306,435,904 78		2,761,076 33		00 75
Cost of road and equipment.	637,873,068 74	631,078 126 35	23,205,067 61		03 51	
Miles of road and branches.	7,498 27	8,320 73	892 46		10 03	
Number of engines.	2,750	2,801	51		01 82	
Number of passenger cars.	1,768	2,351	583		24 80	
Number of freight cars.	50,481	50,413		68		00 11
Number of miles run by passenger trains.	20,119,204	21,284,480	1,165,276		05 74	
Number of miles run by freight trains.	36,813,231	38,410,375	1,596,741		04 39	
Total miles run by trains.	56,932,438	59,794,855	2,862,017		47 70	
Number of passengers carried.	40,012,221	45,703,084	5,690,863		17 96	
Number of passengers carried one mile.	1,029,378,134	1,016,080,936	12,767,178		01 20	
Number of tons of freight carried.	34,984,781	38,320,573	3,335,792		08 70	
Number of tons of freight carried one mile.	5,064,643,104	5,807,300,813	802,617,709		01 38	
Expenses of maintaining road.	\$13,520,889 43	\$13,316,027 64		\$184,861 79		01 39
Expenses of repairs of machinery.	9,503,405 90	9,283,584 70		210,821 20		21 68
Expenses of operating road.	32,732,619 75	33,178,228 28			13 43	
Earnings from passengers.	24,212,471 84	23,923,749 20		278,722 64		11 64
Earnings from freight.	63,038,059 55	58,045,197 83			08 62	
Earnings from other sources.	7,869,626 17	7,470,486 96		399,139 21		05 34
Total earnings.	85,120,757 56	89,419,423 89	4,298,646 43		04 84	
Payments for transportation expenses.	55,003,840 51	56,807,840 63			01 35	
Payments for interest.	14,233,391 08	14,418,080 10			13 81	
Payments for dividends.	12,613,184 63	14,612,164 45			15 15	
Net earnings.	29,216,938 05	33,641,583 37	4,424,655 32			
ACCIDENTS.						
Passengers killed.	7	11	4			
Passengers injured.	48	42		6		
Employees killed.	88	88				
Employees injured.	253	323	71			
Others killed.	214	253	9			
Others injured.	210	292		8		
Total killed.	369	352	13			
Total injured.	510	567	57			

On account of certain roads reported extinct this year and certain other roads heretofore treated as extinct, but not yet defunct, and on account of those heretofore tabulated as horse roads now classified as steam roads, certain additions and deductions have been made from the figures of 1877, as reported for that year, in order to make a proper comparison between 1877 and 1878; hence the apparent discrepancies between the figures reported for the former year and those used herein.

COMPARATIVE STATEMENT OF CERTAIN ITEMS OF THE ABSTRACTS OF THE REPORTS OF HORSE ROADS FOR 1877 AND 1878.

ITEMS.	1877.	1878.	Increase.	Decrease.	Per cent increase.	Per cent decrease.
Capital stock, as by charter.....	\$29,379,400 00	\$30,069,000 00	\$720,000 00		02 39	00 18
Capital stock paid in.....	23,243,467 99	23,201,130 36	163,792 50		01 24	
Floating debt.....	13,561,214 43	13,756,976 93	223,510 67		00 41	
Floating debt.....	2,148,644 33	2,371,884 90	418,973 07		02 31	
Funded and floating debt.....	17,709,838 76	18,128,831 83	710,486 33		01 76	
Cost of road and equipment.....	39,606,883 11	40,316,371 44	5 08		01 19	
Miles of road.....	420 95	426 03		5		19 33
Dummy cars.....	31	26				
Passenger cars.....	3,008	3,175	167		05 26	
Freight cars.....	32	30		2		
Horses and mules.....	16,895	18,154	1,259			
Number of passengers carried.....	236,541,736	244,250,364	5,748,628		02 35	
Expenses of maintaining road.....	\$778,924 87	\$878,987 79	\$100,042 92		01 13	
Expenses of operating road.....	8,431,320 60	8,027,285 71	164,773 47	\$454,034 89	01 30	00 56
Earnings from passengers.....	12,444,444 27	12,608,917 64	220 19		01 80	
Earnings from freight.....	11,949 22	12,169 41		28,721 10		06 13
Earnings from other sources.....	12,954,543 73	13,090,515 19	135,971 46		01 04	
Total earnings.....	3,686,137 70	4,181,089 14	488,951 44		11 68	
Net earnings.....	9,259,406 03	8,906,426 05		352,979 98		03 09
Payments for transportation expenses.....	1,106,221 32	1,140,172 37	33,951 05		02 98	
Payments for interest.....	1,551,968 62	1,918,104 30	366,833 08		19 12	
Payments for dividends.....	34,337 24	43,630 36	9,293 12		21 29	
Other payments.....	12,852,854 12	12,008,333 08		844,491 04		07 00
Total payments.....						
ACCIDENTS.						
Passengers killed.....	3	5	2			
Passengers injured.....	60	51	1			
Employees killed.....		9		4		
Employees injured.....	8	4				
Others killed.....	16	30	14			
Others injured.....	42	55		13		
Total killed.....	19	44	25			
Total injured.....	100	111	11			

On account of certain roads reported extinct this year and certain other roads heretofore treated as extinct, but not yet defunct, and on account of those heretofore tabulated as horse roads now classified as steam roads, certain additions and deductions have been made from the figures of 1877, as reported for that year, in order to make a proper comparison between 1877 and 1878; hence the apparent discrepancies between the figures reported for the former year and those used herein.

RAILROAD REPORT.

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COMPARATIVE STATEMENT OF DETAILINGS FROM THE ABSTRACTS OF THE REPORTS OF STEAM RAILROADS FROM 1858 TO 1878, INCLUSIVE.

YEARS.	Average number of miles traveled by each passenger.	Average number of passengers in each train.	Average number of miles each ton of freight was transported.	Average number of tons in each train.	Average movement of passenger trains is equivalent to passing over the road, times.	Average movement of freight trains is equivalent to passing over the road, times.	Average movement of freight trains is equivalent to passing over the road, times.	Average number of trains passing daily over the road.	Average number of trains passing daily over the entire single track.	Average cost per mile of road for maintaining roadway.	Average cost per mile of road for repairs of machinery.	Average cost per mile of road for operating road.	Average cost per mile of single track for maintaining road-way.
1858	33.17	60.72	130.01	77.51	1,637	2,990	1,461	13.12	8.54	\$1,453.63	\$276.00	2,370.62	\$977.19
1859	30.57	59.62	112.31	77.61	1,532	2,904	1,431	12.86	8.35	1,368.40	732.45	2,341.57	973.72
1860	41.15	64.25	118.35	80.93	1,363	2,624	1,451	11.95	8.17	1,264.47	682.08	2,311.11	912.03
1861	38.01	55.78	120.97	82.84	1,520	2,556	2,001	12.33	9.64	1,618.03	988.97	2,196.63	1,007.02
1862	39.55	60.86	131.76	86.45	1,520	2,447	2,276	12.50	10.12	1,718.38	1,333.76	2,167.63	1,104.83
1863	41.15	70.68	133.16	88.50	1,563	2,688	2,447	17.60	13.32	2,369.86	1,821.93	2,131.33	1,143.03
1864	43.39	80.50	134.41	83.21	1,731	2,688	2,729	20.33	19.36	2,812.12	2,433.73	2,178.33	2,372.92
1865	45.13	91.73	137.36	75.17	1,856	2,970	3,171	23.64	22.47	3,577.35	3,063.66	2,185.42	2,392.37
1866	37.44	69.72	113.63	71.83	2,236	4,161	3,191	14.37	14.37	3,864.76	3,681.70	2,232.86	2,791.82
1867	37.78	73.97	115.21	67.83	1,732	4,161	3,458	19.32	11.53	3,577.35	3,681.70	2,232.86	2,791.82
1868	38.70	70.31	109.39	70.83	1,901	4,161	3,389	19.32	11.53	3,577.35	3,681.70	2,232.86	2,791.82
1869	37.13	65.39	122.17	130.38	1,633	3,438	3,389	17.75	11.00	3,745.34	2,433.13	2,453.12	2,331.12
1870	32.22	65.28	129.02	130.38	1,633	3,438	3,389	17.75	11.00	3,745.34	2,433.13	2,453.12	2,331.12
1871	32.22	65.28	129.02	130.38	1,633	3,438	3,389	17.75	11.00	3,745.34	2,433.13	2,453.12	2,331.12
1872	32.22	65.28	129.02	130.38	1,633	3,438	3,389	17.75	11.00	3,745.34	2,433.13	2,453.12	2,331.12
1873	32.22	65.28	129.02	130.38	1,633	3,438	3,389	17.75	11.00	3,745.34	2,433.13	2,453.12	2,331.12
1874	31.92	60.00	133.68	102.52	1,732	4,161	3,438	20.33	13.46	3,577.35	3,681.70	2,232.86	2,791.82
1875	26.49	52.39	134.16	122.52	1,732	4,161	3,438	20.33	13.46	3,577.35	3,681.70	2,232.86	2,791.82
1876	28.48	51.86	141.17	136.54	1,637	4,161	3,438	18.00	12.50	3,577.35	3,681.70	2,232.86	2,791.82
1877	28.19	51.16	143.05	136.54	1,637	4,161	3,438	18.00	12.50	3,577.35	3,681.70	2,232.86	2,791.82
1878	20.34	47.76	151.54	131.03	1,637	4,161	3,438	19.30	12.50	3,577.35	3,681.70	2,232.86	2,791.82

COMPARATIVE STATEMENT OF DEDUCTIONS FROM THE ABSTRACTS OF THE REPORTS OF STEAM ROADS FROM 1858 TO 1878, INCLUSIVE.

YEARS.	Average cost per mile of single track for repairs of machinery.	Average cost per mile of single track for operating the road.	Average sum received for carrying one passenger one mile, cents.	Average sum received for transporting one ton of freight one mile, cents.	Average number of miles of travel for each passenger killed.	Average number of miles of travel for each passenger killed or injured.	Average number of passengers carried for each one killed.	Average expenses per cent of all the earnings.
1858	\$577 45	\$1,551 42	1 9800	2 5040	18,657,959	9,303,452	592,504	63 32
1859	489 82	1,590 57	2 0500	2 3000	37,058,948	8,697,692	1,213,190	68 44
1860	558 67	1,412 90	2 0500	2 0900	34,816,886	11,603,612	845,998	61 78
1861	558 76	1,623 44	2 1400	1 9900	48,279,240	12,516,840	1,240,598	64 80
1862	887 81	1,717 51	2 1700	2 1400	31,623,773	8,609,509	544,237	59 00
1863	887 81	1,983 46	2 2500	2 2900	31,623,773	8,609,509	544,237	59 00
1864	1,179 35	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1865	1,486 55	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1866	1,848 79	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1867	1,823 40	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1868	1,665 73	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1869	1,453 60	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1870	1,367 73	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1871	1,304 43	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1872	1,177 63	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1873	1,213 58	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1874	1,113 77	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1875	976 17	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1876	991 47	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1877	889 00	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1878	760 05	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32
1879	725 68	2,909 59	2 2500	2 2900	30,498,760	8,838,972	167,686	69 32

STEAM RAILROADS.

TABLES OF COMPARATIVE STATEMENTS

For Five Consecutive Years:

1874, 1875, 1876, 1877 and 1878.

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$4,253,000 00	\$4,253,000 00	\$4,253,000 00	\$4,253,000 00	\$4,253,000 00
Addison, Oseola and Cowanesque Valley.....	5,000,000 00	5,000,000 00	3,500,000 00	3,500,000 00	3,500,000 00
Albany and Schoharie.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Albany and Vermont.....	34,675,804 10	34,675,804 10	34,675,804 10	34,675,804 10	34,675,804 10
Atlantic and Great Western.....	194,250 00	225,000 00	225,000 00	225,000 00	225,000 00
Avon, Genesee and Mount Morris.....	62,750 00	62,750 00	75,350 00	75,350 00	75,350 00
Bath and Hammondport.....	277,262 96	327,462 96	327,462 96	327,462 96	327,462 96
Black River and Morrisville.....	144,988 55	144,988 55	144,988 55	144,988 55	144,988 55
Black River and St. Lawrence.....	18,654,100 00	20,000,000 00	20,000,000 00	20,000,000 00	20,000,000 00
Boston and Albany.....	3,400 00	3,400 00	3,400 00	3,400 00	3,400 00
Boston, Albany and Schenectady.....	33,300 00	33,300 00	33,300 00	33,300 00	33,300 00
Boston, Hoosac Tunnel and Albany.....	.....	.....	.....	.....	.....
Boston, Hoosac Tunnel and Western.....	.....	.....	.....	.....	.....
Boston, New York and Chicago.....	.....	.....	.....	.....	.....
Brooklyn and Coney Island Central.....	.....	.....	.....	.....	.....
Brooklyn, Coney Island and Rockaway.....	.....	.....	.....	.....	.....
Brooklyn, Elevated Street Safety.....	.....	.....	.....	.....	.....
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	.....
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	.....
Buffalo City.....	218,390 00	248,390 00	248,390 00	248,390 00	218,390 00
Buffalo Creek.....	500 00	500 00	500 00	500 00	500 00
Buffalo Cross-town.....	8,280 00	8,280 00	100,000 00	100,000 00	100,000 00
Buffalo and Erie Basin.....	950,000 00	950,000 00	950,000 00	950,000 00	950,000 00
Buffalo, New York and Erie.....	1,631,150 00	1,720,930 00	1,808,650 00	1,944,650 00	1,944,650 00
Buffalo, New York and Philadelphia.....	.....	.....	.....	.....	.....
Buffalo Niagara Slip.....	.....	.....	.....	.....	.....
Buffalo and Southwestern.....	.....	.....	.....	.....	.....
Buffalo and Syracuse.....	.....	.....	.....	.....	.....
Canal.....	4,330 00	4,330 00	4,330 00	4,330 00	4,330 00
Canandaigua, Palmyra and Ontario.....	480,651 00	436,833 00	486,933 00	486,933 00	486,933 00
Carthage, Watertown and Sackett's Harbor.....	.....	.....	.....	.....	.....
Cayuga and Southern.....	589,110 00	589,110 00	589,110 00	589,110 00	589,110 00
Cayuga and Schoharie.....	614,633 53	614,633 53	614,633 53	614,633 53	614,633 53
Chenango, Canajoharie and De Kay.....	12,800 00	12,800 00	14,000 00	14,000 00	14,000 00
Chenango Lake.....	380,000 00	380,000 00	380,000 00	380,000 00	380,000 00
Chemung.....	.....	.....	.....	.....	.....
Central Saratoga.....	281,350 00	281,350 00	281,350 00	281,350 00	281,350 00
Cherry Valley, Sharon and Albany.....	202,730 00	202,730 00	202,730 00	202,730 00	202,730 00
Clayton and Theresa.....

RAILROAD REPORT.

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● Not reported.

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Middletown and Crawford.....	124,137 45	124,137 45	124,137 54	124,137 54	122,390 00
Middletown, Unionville and Water Gap.....	123,850 00	123,850 00	123,850 00	123,850 00	121,850 00
Midwout, Amersfort and Coney Island.....	.....	.....	.....	2,000 00	2,000 00
Montrose and Greenwood Lake.....	150,000 00	150,000 00	150,000 00	1,200 00	1,200 00
Montgomery and Erie.....	25,642 39	25,876 39	23,330 77	23,330 77	150,000 00
Nanuet and New City.....	500,000 00	500,000 00	500,000 00	.....	23,330 77
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	.....	887,350 00
Newburgh and New York.....	.....	.....	.....	.....	500,000 00
New England, New York and Pennsylvania.....	.....	.....	.....	.....	10,710 00
New Jersey and New York.....	.....	.....	.....	.....	1,187,400 00
Newtown and Flushing.....	8,540 00	8,540 00	8,540 00	8,540 00	8,540 00
New York and Albany.....	15,610 00	15,610 00	15,610 00	15,610 00	45,514 17
New York, Bay Ridge and Jamaica.....	.....	.....	54,859 10	102,510 00	150,000 00
New York, Brooklyn and Sea Shore.....	.....	.....	.....	62,000 00	62,000 00
New York and Canada.....	2,115,200 00	2,247,200 00	4,000,000 00	4,000,000 00	4,000,000 00
New York Central and Hudson River.....	1 89,428,300 00	89,428,300 00	89,428,300 00	89,428,300 00	89,428,300 00
New York Central, Niagara River.....	.....	.....	.....	28,100 00	28,100 00
New York City and Northern.....	.....	.....	.....	.....	1,276,500 00
New York Elevated.....	788,300 00	788,300 00	806,125 00	1,053,125 00	8,190,125 00
New York and Harlem.....	9,050,000 00	9,050,000 00	9,050,000 00	9,050,000 00	9,450,000 00
New York, Housatonic and Northern.....	301,200 00	261,200 00	261,200 00	261,200 00	261,200 00
New York, Lake Erie and Western.....	.....	.....	.....	.....	(1)
New York and Mahopae.....	265,000 00	265,000 00	265,000 00	265,000 00	265,000 00
New York and Manhattan Beach.....	.....	.....	.....	.....	265,000 00
New York, New Haven and Hartford.....	16,500,000 00	15,000,000 00	15,500,000 00	15,500,000 00	15,500,000 00
New York and New England.....	.....	.....	.....	.....	.....
New York and Oswego Millland.....	6,800,522 29	6,800,522 29	6,800,522 29	6,800,522 29	6,800,522 29
New York Quick Transit.....	550 00	520 00	500 00	500 00	500 00
New York and Rockaway.....	.....	100,000 00	100,000 00	100,000 00	100,000 00
New York and Rockaway Beach.....	.....	.....	.....	.....	.....
New York and Sea Beach.....	.....	.....	.....	.....	.....
New York Underground Extension.....	.....	.....	.....	.....	.....
New York, Westchester and Boston.....	57,530 00	23,790 00	23,790 00	23,790 00	88,500 00
New York, Westchester and Putnam.....	.....	.....	.....	.....	57,530 00
New York, West Shore and Chicago.....	45,100 00	45,100 00	45,100 00	45,100 00	45,100 00
New York, Woodhaven and Rockaway.....	1,000,000 00	1,000,000 00	1,000,000 00	1,850 00	2,650 00
Niagara Bridge and Canandaigua.....	1,000,000 00	1,400 00	1,400 00	1,400 00	1,000,000 00
Niagara Falls Branch.....	.....	.....	.....	.....	1,000,000 00
Northern of New Jersey.....	4,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Nyack and Northern.....	78,250 00	78,250 00	78,250 00	78,250 00	78,250 00
Ocean Palace Elevated.....	600 00	635 00

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• Not reported.

(1) See Erio.

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Utica, Chenango and Cortland	\$267,000 00	\$267,000 00	\$267,000 00	\$267,000 00	\$267,000 00
Utica, Chenango and Susquehanna Valley	3,753,700 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Utica, Clinton and Binghamton .....	.....	.....	610,325 70	610,325 70	610,325 70
Valley	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
Watkins Valley	731,747 30	734,747 20	734,747 20	734,747 20	734,747 20
Warwick Valley	225,000 00	225,000 00	225,000 00	225,000 00	225,000 00
Waterville and State Line	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Westchester County .....	.....	.....	.....	.....	.....
West Shore and Hudson River	526,700 00	526,700 00	526,700 00	526,700 00	526,700 00
West Troy and Green Island	3,200 00	3,200 00	3,200 00	3,200 00	3,200 00

• Not reported.

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.

AMOUNT OF FUNDED DEBT.

	1874.	1875.	1876.	1877.	1878.
Adirondack	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00
Albany and Great Western	4,272,000 00	4,272,000 00	5,912,000 00	6,015,000 00	6,015,000 00
Atlantic and Mount Morris	67,220,802 81	68,194,811 28	68,194,811 28	68,194,811 28	68,194,811 28
Avon, Genesee and Mount Morris	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Bath and Hammondsport .....	.....	.....	35,000 00	35,000 00	35,000 00
Black River and Morrisville	121,400 00	500,000 00	500,000 00	500,000 00	500,000 00
Boston and Albany	5,538,000 00	6,240,000 00	7,000,000 00	7,000,000 00	7,000,000 00
Brooklyn, Bath and Coney Island	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	.....
Brooklyn, Bradford and Pittsburgh .....	.....	.....	.....	.....	.....
Buffalo City .....	.....	.....	.....	.....	.....
Buffalo, New York and Erie	2,950,000 00	2,950,000 00	2,950,000 00	2,950,000 00	2,950,000 00
Buffalo, New York and Philadelphia	2,972,500 00	3,320,500 00	3,437,500 00	3,440,500 00	3,440,500 00
Buffalo and Southwestern .....	.....	.....	.....	.....	.....
Carthage, Watertown and Sackett's Harbor	150,000 00	150,000 00	300,000 00	300,000 00	300,000 00
Cazenovia, Catskill and De Ruyter	307,000 00	307,000 00	300,000 00	300,000 00	300,000 00
Cherry Valley, Sharon and Albany	240,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Cooperstown and Thendara	100,000 00	100,000 00	110,000 00	140,000 00	130,000 00
Cooperstown and Susquehanna Valley .....	.....	500,000 00	500,000 00	500,000 00	500,000 00
Corning, Cazenovia and Antwerp .....	.....	60,000 00	60,000 00	60,000 00	60,000 00
Delhi and Middletown .....	.....	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00
Elmira State Line .....	.....	.....	143,575 00	160,000 00	160,000 00
Elmira and Williamsport .....	.....	.....	1,620,000 00	1,620,000 00	1,620,000 00
Erie and Genesee Valley	1,570,000 00	54,271,814 00	54,271,814 00	54,271,814 00	54,271,814 00
Flushing, North Shore and Central	45,578,814 00	120,000 00	120,000 00	120,000 00	120,000 00
Fonda, Johnstown and Gloversville	120,000 00	8,808,682 86	3,008,682 86	3,155,182 86	3,155,182 86
Geneva, Ithaca and Sayre	3,433,300 00	300,000 00	300,000 00	300,000 00	300,000 00
Glen's Falls .....	.....	.....	600,000 00	600,000 00	600,000 00
Gloversville and Northville	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Goshen and Deckertown .....	.....	.....	200,000 00	200,000 00	200,000 00
Greene	246,500 00	246,500 00	246,500 00	246,500 00	246,500 00
Greenwich and Johnsonville	170,000 00	170,000 00	170,000 00	200,000 00	200,000 00
Harlem Extension	183,500 00	183,500 00	183,500 00	183,500 00	183,500 00
Harlem River and Port Chester .....	.....	.....	.....	.....	.....
Ithaca, Auburn and Western	1,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Kings County Central .....	.....	.....	.....	4,000,000 00	4,000,000 00
Lake Champlain and Moriah	104,000 00	104,000 00	104,000 00	2,470,483 21	2,470,483 21
Lake Shore and Michigan Southern	34,425,000 00	86,500,000 00	86,125,000 00	86,000,000 00	85,750,000 00

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.
Long Island .....	.....	\$1,500,000 00	\$1,500,000 00	\$1,803,850 00	\$1,881,750 00
Metropolitan Elevated	\$17,000 00	17,000 00	17,000 00	18,000 00	18,000 00
Midleborough and Schoharie	70,000 00	70,000 00	70,000 00	82,000 00	82,000 00
Midleborough and Crawford	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Montgomery and Erie	175,000 00	175,000 00	175,000 00	175,000 00	175,000 00
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	.....	1,164,500 00
Newburgh and New York .....	.....	932,500 00	1,034,500 00	1,034,500 00	1,030,000 00
Newtown and Flushing	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
New York, Bay Ridge and Jamaica .....	.....	.....	10,000 00	182,200 00	200,000 00
New York, Brooklyn and Sea Shore .....	.....	.....	.....	15,000 00	18,500 00
New York and Canada	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
New York Central and Hudson River	38,484,742 62	40,003,067 62	39,844,783 33	39,801,253 33	39,801,253 33
New York City and Northern .....	.....	771,000 00	771,000 00	1,740,000 00	4,800,000 00
New York Elevated .....	.....	11,317,325 00	10,617,325 00	10,617,325 00	10,617,325 00
New York and Harlem	8,585,000 00	240,000 00	210,000 00	245,000 00	245,000 00
New York, Housatonic and Northern .....	.....	.....	.....	.....	820,000 00
New York, Lake Erie and Western	1,001,500 00	.....	.....	300,000 00	.....
New York and Manhattan Beach	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00
New York, New Haven and Hartford	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
New York and Oswego Railroad	5,019,240 12	5,019,240 12	5,019,240 12	5,019,240 12	5,019,240 12
New York, West Shore and Chicago	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Northern of New Jersey	150,000 00	150,000 00	157,500 00	157,500 00	157,500 00
Norfolk and Northern	985,000 00	985,000 00	985,000 00	985,000 00	985,000 00
Ogdensburg and Lake Champlain .....	.....	.....	.....	.....	394,300 00
Ontario Southern	612,100 00	612,100 00	612,100 00	612,100 00	612,100 00
Oswego and Rome	175,500 00	125,500 00	125,500 00	461,500 00	461,500 00
Poughkeepsie, Hartford and Boston .....	.....	2,000,000 00	535,000 00	535,000 00	2,000,000 00
Rensselaer and Saratoga	300,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Richmond and Connecticut .....	.....	.....	.....	400,000 00	400,000 00
Rochester, Susquehanna and Pittsburgh	1,105,000 00	1,105,000 00	1,182,000 00	1,182,000 00	2,343,500 00
Rochester and State Line	70,000 00	50,000 00	38,500 00	20,000 00	.....
Rome and Canton	2,538,749 25	5,382,716 10	7,246,800 00	7,246,800 00	7,749,800 00
Rye Lake	220,000 00	7,000 00	7,000 00	7,000 00	1,000 00
Schenectady and Ogdensburg .....	.....	500,000 00	500,000 00	500,000 00	500,000 00
Schenectady and Dutchessburgh .....	.....	314,500 00	314,500 00	314,500 00	34,500 00
Schoharie Valley	25,000 00	.....	.....	15,000 00	15,000 00
Silver Lake .....	.....	.....	.....	.....	.....

Albany and Port Jefferson	85,000 00	85,000 00	85,000 00	85,000 00
Albany and Port Jefferson	600,000 00	600,000 00	600,000 00	600,000 00
Southern Hempstead Branch	2,540,125 00	2,540,125 00	2,540,125 00	2,540,125 00
Southern of Long Island	2,874,850 00	2,874,850 00	2,874,850 00	2,874,850 00
Staten Island	324,000 00	324,000 00	324,000 00	324,000 00
Sterling Mountain	300,000 00	300,000 00	300,000 00	300,000 00
Suspension Bridge and Erie Junction	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Syracuse, Binghamton and New York	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Syracuse, Chenango and Corning	1,070,925 00	1,070,925 00	1,070,925 00	1,070,925 00
Syracuse and Hennington	88,700 00	88,700 00	88,700 00	88,700 00
Troy and Boston	1,919,000 00	1,919,000 00	1,919,000 00	1,919,000 00
Troy Union	680,000 00	680,000 00	680,000 00	680,000 00
Ulster and Delaware	1,075,000 00	1,075,000 00	1,075,000 00	1,075,000 00
Utica and Black River	783,500 00	783,500 00	783,500 00	783,500 00
Utica, Clinton and Binghamton	60,000 00	60,000 00	60,000 00	60,000 00
Walkill Valley	708,000 00	708,000 00	708,000 00	708,000 00
Warwick Valley	60,000 00	60,000 00	60,000 00	60,000 00
West Shore Hudson River	708,000 00	708,000 00	708,000 00	708,000 00

• See Erie.

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.
Long Island	\$1,500,000 00	\$1,500,500 00	\$1,853,850 00	\$1,881,750 00
Metropolitan Elevated	7,500,000 00
Middleburgh and Schoharie	17,000 00	17,000 00	18,000 00	18,000 00
Middletown and Crawford	70,000 00	70,000 00	82,000 00	80,000 00
Middletown, Unionville and Water Gap	400,000 00	400,000 00	400,000 00	400,000 00
Montgomery and Erie	170,500 00	170,500 00	170,500 00	170,500 00
Newburgh, Dutchess and Connecticut	1,104,500 00
Newburgh and New York	652,500 00	652,500 00	652,500 00	652,500 00
New Jersey and New York	150,000 00	150,000 00	150,000 00	150,000 00
Newtown and Flushing	150,000 00	150,000 00	150,000 00	150,000 00
New York, Bay Ridge and Jamaica	10,000 00	15,000 00	15,000 00
New York, Brooklyn and Sea Shore	4,000,000 00
New York and Canada	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
New York Central and Hudson River	38,484,742 02	38,484,742 02	38,484,742 02	38,484,742 02
New York City and Northern	30,801,233 33
New York Elevated	77,000 00	77,000 00	77,000 00	77,000 00
New York and Harlem	11,317,920 00	11,317,920 00	11,317,920 00	11,317,920 00
New York, Housatonic and Northern	210,000 00	210,000 00	210,000 00	210,000 00
New York, Lake Erie and Western	820,000 00
New York and Manhattan Beach	1,073,500 00	1,073,500 00	1,073,500 00	1,073,500 00
New York, New Haven and Hartford	250,000 00	250,000 00	250,000 00	250,000 00
New York and Oyster Bay	5,013,240 12	5,013,240 12	5,013,240 12	5,013,240 12
New York and Rockaway	400,000 00	400,000 00	400,000 00	400,000 00
New York, West Shore and Chicago	150,000 00	150,000 00	150,000 00	150,000 00
.....	985,000 00	985,000 00	985,000 00	985,000 00
.....	612,100 00	612,100 00	612,100 00	612,100 00
.....	175,500 00	175,500 00	175,500 00	175,500 00
.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
.....	300,000 00	300,000 00	300,000 00	300,000 00
.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
.....	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00
.....	2,500,000 00	2,500,000 00	2,500,000 00	2,500,000 00
.....	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
.....	3,100,000 00	3,100,000 00	3,100,000 00	3,100,000 00
.....	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00
.....	3,300,000 00	3,300,000 00	3,300,000 00	3,300,000 00
.....	3,400,000 00	3,400,000 00	3,400,000 00	3,400,000 00
.....	3,500,000 00	3,500,000 00	3,500,000 00	3,500,000 00
.....	3,600,000 00	3,600,000 00	3,600,000 00	3,600,000 00
.....	3,700,000 00	3,700,000 00	3,700,000 00	3,700,000 00
.....	3,800,000 00	3,800,000 00	3,800,000 00	3,800,000 00
.....	3,900,000 00	3,900,000 00	3,900,000 00	3,900,000 00
.....	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
.....	4,100,000 00	4,100,000 00	4,100,000 00	4,100,000 00
.....	4,200,000 00	4,200,000 00	4,200,000 00	4,200,000 00
.....	4,300,000 00	4,300,000 00	4,300,000 00	4,300,000 00
.....	4,400,000 00	4,400,000 00	4,400,000 00	4,400,000 00
.....	4,500,000 00	4,500,000 00	4,500,000 00	4,500,000 00
.....	4,600,000 00	4,600,000 00	4,600,000 00	4,600,000 00
.....	4,700,000 00	4,700,000 00	4,700,000 00	4,700,000 00
.....	4,800,000 00	4,800,000 00	4,800,000 00	4,800,000 00
.....	4,900,000 00	4,900,000 00	4,900,000 00	4,900,000 00
.....	5,000,000 00	5,000,000 00	5,000,000 00	5,000,000 00
.....	5,100,000 00	5,100,000 00	5,100,000 00	5,100,000 00
.....	5,200,000 00	5,200,000 00	5,200,000 00	5,200,000 00
.....	5,300,000 00	5,300,000 00	5,300,000 00	5,300,000 00
.....	5,400,000 00	5,400,000 00	5,400,000 00	5,400,000 00
.....	5,500,000 00	5,500,000 00	5,500,000 00	5,500,000 00
.....	5,600,000 00	5,600,000 00	5,600,000 00	5,600,000 00
.....	5,700,000 00	5,700,000 00	5,700,000 00	5,700,000 00
.....	5,800,000 00	5,800,000 00	5,800,000 00	5,800,000 00
.....	5,900,000 00	5,900,000 00	5,900,000 00	5,900,000 00
.....	6,000,000 00	6,000,000 00	6,000,000 00	6,000,000 00
.....	6,100,000 00	6,100,000 00	6,100,000 00	6,100,000 00
.....	6,200,000 00	6,200,000 00	6,200,000 00	6,200,000 00
.....	6,300,000 00	6,300,000 00	6,300,000 00	6,300,000 00
.....	6,400,000 00	6,400,000 00	6,400,000 00	6,400,000 00
.....	6,500,000 00	6,500,000 00	6,500,000 00	6,500,000 00
.....	6,600,000 00	6,600,000 00	6,600,000 00	6,600,000 00
.....	6,700,000 00	6,700,000 00	6,700,000 00	6,700,000 00
.....	6,800,000 00	6,800,000 00	6,800,000 00	6,800,000 00
.....	6,900,000 00	6,900,000 00	6,900,000 00	6,900,000 00
.....	7,000,000 00	7,000,000 00	7,000,000 00	7,000,000 00
.....	7,100,000 00	7,100,000 00	7,100,000 00	7,100,000 00
.....	7,200,000 00	7,200,000 00	7,200,000 00	7,200,000 00
.....	7,300,000 00	7,300,000 00	7,300,000 00	7,300,000 00
.....	7,400,000 00	7,400,000 00	7,400,000 00	7,400,000 00
.....	7,500,000 00	7,500,000 00	7,500,000 00	7,500,000 00
.....	7,600,000 00	7,600,000 00	7,600,000 00	7,600,000 00
.....	7,700,000 00	7,700,000 00	7,700,000 00	7,700,000 00
.....	7,800,000 00	7,800,000 00	7,800,000 00	7,800,000 00
.....	7,900,000 00	7,900,000 00	7,900,000 00	7,900,000 00
.....	8,000,000 00	8,000,000 00	8,000,000 00	8,000,000 00
.....	8,100,000 00	8,100,000 00	8,100,000 00	8,100,000 00
.....	8,200,000 00	8,200,000 00	8,200,000 00	8,200,000 00
.....	8,300,000 00	8,300,000 00	8,300,000 00	8,300,000 00
.....	8,400,000 00	8,400,000 00	8,400,000 00	8,400,000 00
.....	8,500,000 00	8,500,000 00	8,500,000 00	8,500,000 00
.....	8,600,000 00	8,600,000 00	8,600,000 00	8,600,000 00
.....	8,700,000 00	8,700,000 00	8,700,000 00	8,700,000 00
.....	8,800,000 00	8,800,000 00	8,800,000 00	8,800,000 00
.....	8,900,000 00	8,900,000 00	8,900,000 00	8,900,000 00
.....	9,000,000 00	9,000,000 00	9,000,000 00	9,000,000 00
.....	9,100,000 00	9,100,000 00	9,100,000 00	9,100,000 00
.....	9,200,000 00	9,200,000 00	9,200,000 00	9,200,000 00
.....	9,300,000 00	9,300,000 00	9,300,000 00	9,300,000 00
.....	9,400,000 00	9,400,000 00	9,400,000 00	9,400,000 00
.....	9,500,000 00	9,500,000 00	9,500,000 00	9,500,000 00
.....	9,600,000 00	9,600,000 00	9,600,000 00	9,600,000 00
.....	9,700,000 00	9,700,000 00	9,700,000 00	9,700,000 00
.....	9,800,000 00	9,800,000 00	9,800,000 00	9,800,000 00
.....	9,900,000 00	9,900,000 00	9,900,000 00	9,900,000 00
.....	10,000,000 00	10,000,000 00	10,000,000 00	10,000,000 00
.....	10,100,000 00	10,100,000 00	10,100,000 00	10,100,000 00
.....	10,200,000 00	10,200,000 00	10,200,000 00	10,200,000 00
.....	10,300,000 00	10,300,000 00	10,300,000 00	10,300,000 00
.....	10,400,000 00	10,400,000 00	10,400,000 00	10,400,000 00
.....	10,500,000 00	10,500,000 00	10,500,000 00	10,500,000 00
.....	10,600,000 00	10,600,000 00	10,600,000 00	10,600,000 00
.....	10,700,000 00	10,700,000 00	10,700,000 00	10,700,000 00
.....	10,800,000 00	10,800,000 00	10,800,000 00	10,800,000 00
.....	10,900,000 00	10,900,000 00	10,900,000 00	10,900,000 00
.....	11,000,000 00	11,000,000 00	11,000,000 00	11,000,000 00
.....	11,100,000 00	11,100,000 00	11,100,000 00	11,100,000 00
.....	11,200,000 00	11,200,000 00	11,200,000 00	11,200,000 00
.....	11,300,000 00	11,300,000 00	11,300,000 00	11,300,000 00
.....	11,400,000 00	11,400,000 00	11,400,000 00	11,400,000 00
.....	11,500,000 00	11,500,000 00	11,500,000 00	11,500,000 00
.....	11,600,000 00	11,600,000 00	11,600,000 00	11,600,000 00
.....	11,700,000 00	11,700,000 00	11,700,000 00	11,700,000 00
.....	11,800,000 00	11,800,000 00	11,800,000 00	11,800,000 00
.....	11,900,000 00	11,900,000 00	11,900,000 00	11,900,000 00
.....	12,000,000 00	12,000,000 00	12,000,000 00	12,000,000 00
.....	12,100,000 00	12,100,000 00	12,100,000 00	12,100,000 00
.....	12,200,000 00	12,200,000 00	12,200,000 00	12,200,000 00
.....	12,300,000 00	12,300,000 00	12,300,000 00	12,300,000 00
.....	12,400,000 00	12,400,000 00	12,400,000 00	12,400,000 00
.....	12,500,000 00	12,500,000 00	12,500,000 00	12,500,000 00
.....	12,600,000 00	12,600,000 00	12,600,000 00	12,600,000 00
.....	12,700,000 00	12,700,000 00	12,700,000 00	12,700,000 00
.....	12,800,000 00	12,800,000 00	12,800,000 00	12,800,000 00
.....	12,900,000 00	12,900,000 00	12,900,000 00	12,900,000 00
.....	13,000,000 00	13,000,000 00	13,000,000 00	13,000,000 00
.....	13,100,000 00	13,100,000 00	13,100,000 00	13,100,000 00
.....	13,200,000 00	13,200,000 00	13,200,000 00	13,200,000 00
.....	13,300,000 00	13,300,000 00	13,300,000 00	13,300,000 00
.....	13,400,000 00	13,400,000 00	13,400,000 00	13,400,000 00
.....	13,500,000 00	13,500,000 00	13,500,000 00	13,500,000 00
.....	13,600,000 00	13,600,000 00	13,600,000 00	13,600,000 00
.....	13,700,000 00	13,700,000 00	13,700,000 00	13,700,000 00
.....	13,800,000 00	13,800,000 00	13,800,000 00	13,800,000 00

RAILROAD REPORT.

cxiii

1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2						

• See **Frie**.

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878;.
Long Island .....	.....	\$1,500,000 00	\$1,500,500 00	\$1,853,850 00	\$1,881,750 00
Metropolitan Elevated .....	.....	17,000 00	17,000 00	.....	7,500,000 00
Middleburgh and Schoharie	\$17,000 00	.....	17,000 00	18,000 00	18,000 00
Middleburgh and Crawford	70,000 00	70,000 00	70,000 00	82,000 00	80,800 00
Middletown, Unionville and Water Gap	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Montgomery and Erie	175,000 00	170,500 00	170,500 00	170,500 00	170,500 00
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	.....	1,164,500 00
Newburgh and New York .....	.....	882,500 00	1,034,500 00	1,084,500 00	250,000 00
New Jersey and New York	150,000 00	150,000 00	150,000 00	150,000 00	1,034,500 00
Newtown and Flushing .....	.....	.....	10,000 00	182,200 00	150,000 00
New York, Bay Ridge and Jamaica .....	.....	.....	10,000 00	15,000 00	18,500 00
New York and Canada .....	.....	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
New York Central and Hudson River	38,484,742 62	40,003,687 62	39,844,733 33	39,801,233 33	39,801,233 33
New York City and Northern .....	.....	771,000 00	771,000 00	1,740,000 00	500,000 00
New York Elevated .....	.....	11,317,329 00	10,617,329 00	10,617,329 00	4,809,000 00
New York and Harlem	5,685,669 00	249,000 00	249,000 00	249,000 00	10,617,329 00
New York, Housatonic and Northern	219,000 00	.....	.....	.....	249,000 00
New York, Lake Erie and Western .....	.....	.....	.....	500,000 00	829,000 00
New York and Manhattan Beach	1,61,500 00	.....	.....	.....	.....
New York and New Haven and Hartford	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00
New York and Oswego Mulland	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
New York and Rockaway	5,019,240 12	5,019,240 12	5,019,240 12	5,019,240 12	5,050,000 00
New York, West Shore and Chicago	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Northern of New Jersey	150,000 00	150,000 00	157,500 00	157,500 00	157,500 00
Nyack and Northern	965,000 00	938,000 00	938,000 00	950,000 00	994,000 00
Ogdensburgh and Lake Champlain .....	.....	.....	.....	.....	994,000 00
Ontario Southern	612,100 00	612,100 00	612,100 00	612,100 00	612,100 00
Oswego and Rome	175,500 00	123,500 00	123,500 00	461,500 00	461,500 00
Poughkeepsie, Hartford and Boston .....	.....	.....	535,000 00	535,000 00	535,000 00
Rensselaer and Saratoga	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Rhinelbeck and Connecticut	2,800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Rochester, Nunda and Pittsburgh .....	.....	.....	.....	400,000 00	400,000 00
Rochester and State Line	1,105,000 00	1,105,000 00	1,182,000 00	1,182,000 00	1,182,000 00
Rome and Clinton	70,000 00	38,500 00	38,500 00	30,000 00	7,749,900 00
Rome, Watertown and Ogdensburgh	2,558,716 25	5,329,716 19	7,246,900 00	7,749,900 00	7,749,900 00
Rye Lake .....	.....	7,000 00	7,000 00	7,000 00	7,000 00
Schenectady and Ogdensburgh	850,000 00	600,000 00	600,000 00	500,000 00	500,000 00
Schoharie Valley	25,000 00	31,500 00	34,500 00	34,500 00	34,500 00
Silver Lake .....	.....	.....	.....	15,000 00	15,000 00

Southtown and Park Junction	35,000 00	35,000 00	35,000 00
Southern Central and Branch	600,000 00	600,000 00	600,000 00
Southern of Long Island	2,540,125 00	2,540,125 00	2,540,125 00
Staten Island	64,300 00	64,300 00	64,300 00
Swetling Mountain	2,820,800 00	2,820,800 00	2,820,800 00
Suspension Bridge and New York	300,000 00	300,000 00	300,000 00
Syracuse, Binghamton and New York	3,306,000 00	3,306,000 00	3,306,000 00
Syracuse, Chenango and New York	1,000,000 00	1,000,000 00	1,000,000 00
Syracuse, Geneva and Corning	2,119,255 00	2,119,255 00	2,119,255 00
Troy and Dennington	1,000,000 00	1,000,000 00	1,000,000 00
Troy and Dennington	88,700 00	88,700 00	88,700 00
Troy Union	1,410,000 00	1,410,000 00	1,410,000 00
Utah and Delaware	680,000 00	680,000 00	680,000 00
Utah and Black River	1,070,000 00	1,070,000 00	1,070,000 00
Utica, Clinton and Binghamton	763,500 00	763,500 00	763,500 00
Watkill Valley	44,000 00	44,000 00	44,000 00
Warwick	203,000 00	203,000 00	203,000 00
West Shore Hudson River	700,000 00	700,000 00	700,000 00

• See Five.

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$3,888,971 83	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68
Atlantic and Great Western.....	16,023 86	6,475,126 80	6,475,126 80	6,475,126 80	6,475,126 80
Black River and Morrisport.....	9,000 00	10,023 86	9,000 00	3,452 00	1,500 00
Black River and St. Lawrence.....	268 79	135 00	135 00	135 00	135 00
Boston and Albany.....	1,746,949 75	1,101,569 75	832,013 37	1,003,056 75	541,125 35
Boston, Hoosac Tunnel and Albany.....	.....	.....	.....	.....	9,100 00
Boston, Hoosac Tunnel and Western.....	.....	.....	.....	.....	68,886 60
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	160,866 35
Buffalo City.....	.....	.....	.....	.....	547 87
Buffalo Creek.....	83,742 39	81,576 85	90,676 85	107,633 84	98,268 38
Buffalo Cross-town.....	1,136 52	1,186 52	.....	.....	.....
Buffalo and Erie Basin.....	.....	.....	11,503 19	11,503 19	11,503 19
Buffalo, New York and Philadelphia.....	1,196,199 79	1,109,529 77	1,185,978 59	1,076,308 99	711,339 25
Buffalo and Southwestern.....	.....	.....	6,000 00	.....	197,686 10
Carthage, Watertown and Sackett's Harbor.....	.....	6,000 00	.....	.....	.....
Cayuga Southern.....	12,307 10	13,293 51	567 43	3,656 48	30,190 20
Cazenovia, Canastota and De Ruyter.....	23,470 00	25,000 00	.....	567 43	7,250 86
Chautauqua Lake.....	.....	.....	19,183 81	.....	.....
Cherry Valley, Sharon and Albany.....	.....	.....	6,816 81	.....	19,183 81
Clayton and Theresa.....	.....	11,032 33	.....	3,481 00	2,967 71
Clove Branch.....	12,316 28	.....	.....	56,349 99	.....
Cooperstown and Susquehanna Valley.....	69,375 00	12,335 00	12,335 00	12,865 00	12,865 00
Corning, Cowanesque and Antirra.....	256,645 16	201,540 29	191,403 37	182,236 79	188,522 86
Dell and Middletown.....	256,412 94	412 94	.....	.....	.....
Dunkirk, Allegheny Valley and Pittsburgh.....	2,552,303 84	1,421,641 83	1,159,060 46	1,887,216 11	669,705 77
Edinra and State Line.....	.....	130,000 00	130,000 00	.....	.....
Erie.....	600,000 00	405,615 21	588,078 38	1,841,772 61	1,841,772 61
Erie and Genesee Valley.....	33,315 71	34,469 73	49,001 57	46,928 89	34,046 77
Fishing, North Shore and Central.....	.....	.....	.....	.....	40,000 00
Fonda, Johnstown and Glensville.....	.....	.....	.....	.....	192,248 86
Geneva, Hornellsville and Pine Creek.....	.....	.....	.....	81,067 14	807,225 61
Geneva, Ithaca and Sayre.....	.....	.....	.....	.....	168,050 58
Geneva and Lyons.....	.....	.....	.....	.....	33,156 57
Glendale and East River.....	.....	39,216 27	35,693 34	.....	.....
Gloversville and Northville.....	2,000 00	6,500 00	1,000 00	.....	85 50
Goshen and Deckertown.....	24,913 53	25,709 51	28,876 07	85 60	48,838 34
Greene.....	12,081 00	21,348 53	30,000 00	32,000 00	32,000 00
Greenwich and Johnsonville.....	479,433 21	479,433 21	479,433 21
Harlem River and Port Chester.....	1,427,227 12

RAILROAD REPORT.

EXCV

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COMPARATIVE STATEMENT FOR FIVE YEARS—(Continued).

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Ulster and Delaware.....	\$283,733 46	\$21,379 70	\$74,792 79	\$131,985 80	\$57,982 08
Utica, Chenango and Susquehanna Valley.....	.....	135,039 51	132,455 45	145,323 73	146,103 35
Utica, Ithaca and Elmira.....	.....	250,000 00	250,000 00	353,428 18	.....
Utica, Clinton and Binghamton.....	.....	.....	54,847 16	85,500 00	53,500 00
Valley.....	.....	77,068 07	86,559 43	92,900 00	93,003 54
Wallkill Valley.....	68,796 54	439,778 98	439,778 98	45,258 81	90,054 18
Waverly and State Line.....	378,823 98	54,398 05	54,398 05	54,323 05	54,398 05
West Shore Hudson River.....	61,918 32	61,918 32	61,918 32	61,918 32	61,918 32

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack	\$6,000,000 00	87,971,731 68	87,971,731 68	87,971,731 68	87,971,731 68
Albany and Susquehanna	4,292,000 00	4,304,000 00	5,192,000 00	5,045,000 00	5,045,000 00
Atlantic and Great Western	71,169,864 44	73,460,338 03	75,460,338 03	75,460,338 03	68,830,311 28
Avon, Genesee and Mount Morris	20,000 00	20,000 00	20,000 00	20,000 00	30,000 00
Bath and Hammondsport	10,023 86	16,023 86	47,000 00	41,402 00	50,500 00
Black River and Morris-town	130,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Black River and St. Lawrence	285 79	135 00	135 00	135 00	135 00
Boston and Albany	7,894,949 75	7,810,569 75	7,833,013 37	8,003,666 75	7,541,125 25
Boston, Hoosac Tunnel and Albany .....	.....	.....	.....	.....	3,100 00
Brooklyn, Bath and Coney Island	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	704,898 35
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	580,000 00
Buffalo, Bradford and Pittsburgh .....	.....	.....	.....	.....	20,947 37
Buffalo City .....	.....	.....	.....	.....	95,408 38
Buffalo Creek	85,742 89	81,576 65	90,079 85	107,683 84	.....
Buffalo Cross-town	1,136 52	1,136 52	.....	.....	11,503 19
Buffalo Erie Basin .....	.....	.....	11,503 19	11,503 19	2,890,000 00
Buffalo, New York and Erie	2,890,000 00	2,890,000 00	2,890,000 00	2,890,000 00	4,518,839 92
Buffalo, New York and Philadelphia	4,167,695 79	4,430,020 77	4,690,478 29	4,525,808 89	1,207,401 77
Buffalo and Southwestern .....	.....	.....	.....	.....	300,000 00
Carthage, Watertown and Sackett's Harbor	290,000 00	306,000 00	306,000 00	300,000 00	300,000 00
Cayuga Southern .....	.....	.....	.....	.....	30,190 20
Cazenovia, Cazenovia and De Ruyter	163,307 10	163,333 51	.....	3,656 43	607,229 89
Chautauque Lake .....	.....	.....	.....	.....	567 43
Cherry Valley, Sharon and Albany	330,470 00	219,193 81	800,000 80	300,000 00	10,000 00
Clayton and Theresa	300,000 00	219,193 81	319,193 81	219,193 81	219,193 81
Clove Branch .....	.....	.....	.....	7,500 00	7,500 00
Cooperstown and Susquehanna Valley	112,316 93	111,093 33	146,816 31	143,481 00	183,667 71
Corning, Cowanesque and Andrim .....	.....	500,000 00	500,000 00	559,349 99	500,000 00
Delhi and Middletown	69,273 00	73,385 00	73,385 00	73,385 00	73,385 00
Deukins, Allegany Valley and Pittsburgh	3,426,615 16	3,401,540 99	3,394,403 37	3,382,283 79	3,388,322 89
Elmira State Line	413 94	413 94	143,375 00	160,000 00	160,000 00
Elmira and Williamsport	1,570,000 00	55,083,455 83	1,690,000 00	1,690,000 00	1,690,000 00
Erie	48,129,017 34	4,214,238 17	56,430,374 46	66,159,030 11	64,941,519 77
Erie and Genesee Valley	124,000 00	240,000 00	240,000 00	150,000 00	150,000 00
Flushing, North Shore and Central .....	.....	.....	.....	.....	4,496,853 37
Fonda, Johnstown and Gloversville	3,983,000 00	4,214,238 17	4,506,761 24	4,496,853 37	334,646 77
Geneva, Hornellsville and Pine Creek	333,315 71	334,439 73	349,001 57	346,328 89	40,000 00
Geneva, Ithaca and Sayre .....	.....	.....	.....	.....	792,248 86
Geneva and Lyons .....	.....	.....	600,000 00	681,087 14	307,525 61

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Middletown and Crawford.	124,137 45	124,137 45	124,137 54	124,137 54	122,300 00
Middletown, Unionville and Water Gap.	123,850 00	123,850 00	123,850 00	123,850 00	121,850 00
Middletown, Amersfort and Coney Island.	.....	.....	.....	.....	.....
Monroe and Greenwood Lake.	.....	.....	.....	.....	.....
Montgomery and Erie.	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Montgomery and New City.	22,642 39	22,876 39	23,530 77	23,530 77	23,530 77
Moscow and Dutchess and Connecticut.	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Newburgh and New York.	.....	.....	.....	.....	.....
Newburgh and New York and Pennsylvania.	.....	.....	.....	.....	.....
New Jersey and New York.	.....	.....	.....	.....	.....
Newtown and Flushing.	5,340 00	1,187,400 00	1,187,400 00	1,187,400 00	1,187,400 00
New York and Albany.	15,610 00	15,610 00	15,610 00	15,610 00	8,540 00
New York, Bay Ridge and Jamaica.	.....	.....	.....	.....	.....
New York, Brooklyn and Sea Shore.	.....	.....	.....	.....	.....
New York and Canada.	2,115,200 00	2,247,300 00	4,000,000 00	62,000 00	62,000 00
New York Central and Hudson River.	189,428,300 00	89,428,300 00	89,428,300 00	89,428,300 00	89,428,300 00
New York Central, Niagara River.	.....	.....	.....	.....	.....
New York City and Northern.	.....	.....	.....	.....	.....
New York Elevated.	.....	.....	.....	.....	.....
New York and Harlem.	798,300 00	798,300 00	806,125 00	1,053,125 00	1,275,500 00
New York, Housatonic and Northern.	9,000,000 00	9,000,000 00	9,000,000 00	9,000,000 00	3,190,125 00
New York, Lake Erie and Western.	261,200 00	261,200 00	261,200 00	261,200 00	9,450,000 00
New York and Mahopac.	.....	.....	.....	.....	.....
New York and Manhattan Beach.	265,000 00	265,000 00	265,000 00	265,000 00	261,200 00
New York and Manhattan Beach.	.....	.....	.....	.....	.....
New York, New Haven and Hartford.	15,500,000 00	15,000,000 00	15,500,000 00	15,500,000 00	24,500 00
New York and New England.	.....	.....	.....	.....	.....
New York and Oswego Midland.	6,800,522 29	6,800,522 29	6,800,522 29	6,800,522 29	6,800,522 29
New York and Oswego Midland.	520 00	520 00	500 00	500 00	500 00
New York Quick Transit.	.....	.....	.....	.....	.....
New York and Rockaway.	.....	.....	.....	.....	.....
New York and Rockaway Beach.	.....	.....	.....	.....	.....
New York and Sea Beach.	.....	.....	.....	.....	.....
New York Underground Extension.	.....	.....	.....	.....	.....
New York, Westchester and Boston.	57,530 00	23,790 00	23,790 00	23,790 00	88,500 00
New York, Westchester and Putnam.	.....	.....	.....	.....	.....
New York, West Shore and Chicago.	45,100 00	45,100 00	45,100 00	45,100 00	57,530 00
New York, Woodhaven and Rockaway.	.....	.....	.....	.....	.....
Niagara Bridge and Canandaigua.	1,000,000 00	1,000,000 00	1,000,000 00	1,850 00	45,100 00
Niagara Falls Branch.	.....	.....	.....	.....	.....
Northern of New Jersey.	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Syack and Northern.	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Ocean Palace Elevated.	78,250 00	78,250 00	78,250 00	78,250 00	78,250 00
Ocean Palace Elevated.	600 00	635 00

RAILROAD REPORT.

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• Not reported.

(1) See Erio.

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Utica, Chenango and Cortland	\$207,000 00	\$207,000 00	\$207,000 00	\$207,000 00	\$207,000 00
Utica, Chenango and Susquehanna Valley	3,758,700 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Utica, Clinton and Binghamton .....	.....	.....	610,325 70	610,325 70	610,325 70
Valley	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
Watkins Valley	751,747 20	754,747 20	754,717 20	750,000 00	750,000 00
Watkins Valley	225,000 00	225,000 00	225,000 00	225,000 00	225,000 00
Watkins and State Line	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
West Chester County .....	.....	.....	.....	.....	.....
West Shore and Hudson River	526,700 00	526,700 00	526,700 00	526,700 00	526,700 00
West Troy and Green Island	3,200 00	3,200 00	3,200 00	3,200 00	3,200 00

• Not reported.

RAILROAD REPORT.

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COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00
Albany and Susquehanna	4,222,000 00	4,204,000 00	5,912,000 00	6,015,000 00	6,015,000 00
Atlantic and Great Western	67,250,892 81	68,994,811 28	68,994,811 28	68,994,811 28	68,994,811 28
Avon, Genesee and Mount Morris	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Bath and Hammondsport	121,400 00	500,000 00	35,000 00	35,000 00	38,000 00
Black River and Morrisport	5,538,000 00	6,242,000 00	500,000 00	500,000 00	500,000 00
Boston and Albany	80,000 00	80,000 00	7,001,000 00	7,000,000 00	7,000,000 00
Brooklyn, Bath and Coney Island	.....	.....	80,000 00	80,000 00	80,000 00
Brooklyn, Flatbush and Coney Island	.....	.....	.....	.....	.....
Brooklyn and Rockaway Beach	.....	.....	.....	.....	.....
Buffalo, Bradford and Pittsburgh	.....	.....	.....	.....	.....
Buffalo City	.....	.....	.....	.....	.....
Buffalo, New York and Erie	2,350,000 00	2,350,000 00	2,350,000 00	2,350,000 00	2,350,000 00
Buffalo, New York and Philadelphia	2,972,500 00	3,320,500 00	3,477,500 00	3,445,500 00	3,897,500 00
Buffalo and Southwestern	.....	.....	.....	.....	.....
Canastota, Watertown and Sackett's Harbor	204,600 00	304,000 00	305,000 00	305,000 00	1,050,705 67
Cazenovia, Canastota and De Ruyter	150,000 00	150,000 00	.....	.....	600,000 00
Cherry Valley, Sharon and Albany	307,000 00	307,000 00	300,000 00	300,000 00	10,000 00
Clayton and Theresa	240,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Cooperstown and Susquehanna Valley	100,000 00	100,000 00	140,000 00	140,000 00	135,000 00
Corning, Cazenovia and Antwerp	.....	500,000 00	500,000 00	500,000 00	500,000 00
Dell and Middletown	.....	60,000 00	60,000 00	60,000 00	60,000 00
Delhi and Middletown	.....	.....	.....	.....	.....
Elmira and Williamsport	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00
Elmira State Line	.....	.....	143,575 00	100,000 00	100,000 00
Elmira and Williamsport	1,570,000 00	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00
Erie and Genesee Valley	45,578,814 00	54,271,814 00	51,271,814 00	54,271,814 00	54,271,814 00
Flushing, North Shore and Central	120,000 00	120,000 00	120,000 00	120,000 00	120,000 00
Fonda, Johnston and Gloversville	3,431,500 00	3,808,682 96	3,108,682 86	3,155,182 86	3,155,182 86
Geneva, Ithaca and Sayre	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Geneva, Ithaca and Sayre	.....	.....	600,000 00	600,000 00	600,000 00
Glen's Falls	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Gloversville and Northville	.....	.....	200,000 00	200,000 00	200,000 00
Goshen and Deckertown	246,500 00	246,500 00	246,500 00	246,500 00	246,500 00
Green	170,000 00	170,000 00	170,000 00	200,000 00	200,000 00
Greenwich and Johnsonville	183,500 00	185,500 00	185,500 00	185,500 00	185,500 00
Harlem Extension	.....	.....	.....	.....	.....
Harlem River and Port Chester	1,000,000 00	2,000,000 00	2,000,000 00	4,000,000 00	4,000,000 00
Ithaca, Auburn and Fort Western	.....	.....	.....	.....	.....
Kings County Central	.....	.....	.....	.....	.....
Lake Champlain and Moriah	104,000 00	104,000 00	101,000 00	104,000 00	73,000 00
Lake Shore and Michigan Southern	34,425,000 00	36,500,000 00	86,125,000 00	36,000,000 00	85,750,000 00

STATE ENGINEER AND SURVEYOR'S

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.½
Long Island .....	.....	\$1,500,000 00	\$1,500,500 00	\$1,853,850 00	\$1,881,750 00
Metropolitan Elevated .....	.....	17,000 00	17,000 00	.....	18,000 00
Middleburgh and Schoharie	\$17,000 00	70,000 00	70,000 00	82,000 00	83,300 00
Middletown and Crawford	70,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Middletown, Unionville and Water Gap	400,000 00	170,500 00	170,500 00	170,500 00	170,500 00
Montgomery and Erie	172,000 00	.....	.....	.....	1,184,500 00
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	.....	250,000 00
Newburgh and New York .....	.....	832,500 00	1,034,500 00	1,034,500 00	1,034,500 00
New Jersey and New York .....	.....	150,000 00	150,000 00	150,000 00	150,000 00
Newtown and Flushing	150,000 00	.....	10,000 00	182,200 00	200,000 00
New York, Bay Ridge and Jamaica .....	.....	.....	.....	15,000 00	18,500 00
New York, Brooklyn and Sea Shore .....	.....	.....	.....	4,000,000 00	4,000,000 00
New York and Canada	4,000,000 00	40,003,637 62	38,844,733 33	38,801,233 33	38,801,233 33
New York Central and Hudson River	38,484,743 62	.....	.....	.....	500,000 00
New York City and Northern .....	.....	771,000 00	771,000 00	1,740,000 00	4,808,000 00
New York Elevated .....	.....	11,317,329 00	10,617,329 00	10,617,329 00	10,617,329 00
New York and Harlem	8,585,669 00	249,000 00	249,000 00	249,000 00	249,000 00
New York, Housatonic and Northern	249,000 00	.....	.....	500,000 00	825,000 00
New York, Lake Erie and Western .....	.....	.....	.....	.....	.....
New York and Manhattan Beach	1,461,500 00	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00
New York, New Haven and Hartford	16,073,500 00	250,000 00	250,000 00	250,000 00	250,000 00
New York and Oswego Midland	250,000 00	5,019,240 12	5,019,240 12	5,019,240 12	5,030,000 00
New York and Rockaway	5,019,240 12	400,000 00	400,000 00	400,000 00	400,000 00
New York, West Shore and Chicago	400,000 00	150,000 00	157,500 00	157,500 00	157,500 00
Northern of New Jersey	150,000 00	968,000 00	968,000 00	968,000 00	968,000 00
Nyack and Northern	968,000 00	.....	.....	.....	994,300 00
Ogdensburg and Lake Champlain	968,000 00	612,100 00	612,100 00	612,100 00	612,100 00
Ontario Southern .....	.....	123,500 00	123,500 00	461,500 00	461,500 00
Oswego and Rome	173,500 00	.....	.....	535,000 00	535,000 00
Oswego and Syracuse .....	.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Poughkeepsie, Hartford and Boston	2,000,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Rensselaer and Saratoga	300,000 00	.....	.....	400,000 00	400,000 00
Rhinbeck and Connecticut .....	.....	.....	.....	.....	2,843,560 00
Rochester, Nunda and Pittsburgh .....	.....	1,105,000 00	1,182,000 00	1,182,000 00	1,182,000 00
Rochester and State Line	1,105,000 00	50,000 00	50,000 00	20,000 00	20,000 00
Rome and Clinton	50,000 00	7,000 00	7,000 00	7,000 00	7,000 00
Rome, Watertown and Ogdensburg	2,538,719 35	5,322,716 19	7,245,900 00	7,245,900 00	7,245,900 00
Rye Lake .....	.....	.....	.....	.....	500,000 00
Schenectady and Dunesburgh	350,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Schoharie Valley	25,000 00	34,500 00	34,500 00	34,500 00	34,500 00
Silver Lake .....	.....	.....	.....	15,000 00	15,000 00

Albany and Port Jefferson	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Amherst and Port Jefferson	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Southern Central	2,504,250 27	2,523,770 92	2,523,770 92	2,523,770 92	2,523,770 92
Southern Hempstead Branch	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Southern of Long Island	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
State Island	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Sterling Road	1,070,000 00	1,070,025 00	1,070,025 00	1,070,025 00	1,070,025 00
Suspension Bridge and Erie Junction	88,700 00	88,700 00	88,700 00	88,700 00	88,700 00
Syracuse, Binghamton and New York	1,919,000 00	1,919,000 00	1,919,000 00	1,919,000 00	1,919,000 00
Syracuse, Geneva and Corning	680,000 00	680,000 00	680,000 00	680,000 00	680,000 00
Troy and Binghamton	1,070,000 00	1,070,000 00	1,070,000 00	1,070,000 00	1,070,000 00
Troy and Boston	88,700 00	88,700 00	88,700 00	88,700 00	88,700 00
Utica and Delaware	1,919,000 00	1,919,000 00	1,919,000 00	1,919,000 00	1,919,000 00
Utica and Black River	680,000 00	680,000 00	680,000 00	680,000 00	680,000 00
Utica, Clinton and Binghamton	1,070,000 00	1,070,000 00	1,070,000 00	1,070,000 00	1,070,000 00
Watkins Valley	763,500 00	763,500 00	763,500 00	763,500 00	763,500 00
Warwick Valley	60,000 00	60,000 00	60,000 00	60,000 00	60,000 00
West Shore Hudson River	769,000 00	769,000 00	769,000 00	769,000 00	769,000 00

• See Erie.

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68
Atlantic and Great Western.....	6,475,126 80	6,475,126 80	6,475,126 80	6,475,126 80	6,475,126 80
Black River and Hammondsport.....	10,023 86	10,023 86	9,000 00	3,462 00	1,500 00
Black River and Morris-town.....	9,000 00	135 00	135 00	135 00	135 00
Black River and St. Lawrence.....	292 79	1,161,509 75	833,013 37	1,008,058 75	641,125 35
Boston and Albany.....	1,746,949 75	.....	.....	.....	9,100 00
Boston, Hoosac Tunnel and Albany.....	.....	.....	.....	.....	68,886 50
Boston, Hoosac Tunnel and Western.....	.....	.....	.....	.....	160,866 35
Brooklyn, Flatbush and Conoy Island.....	.....	.....	.....	.....	160,847 87
Buffalo City.....	.....	81,576 85	90,076 85	107,633 84	98,293 38
Buffalo Creek.....	83,742 39	1,186 82	.....	.....	11,503 19
Buffalo Creekstown.....	1,186 82	.....	.....	11,503 19	71,339 33
Buffalo and Erie Basin.....	1,195,199 79	1,109,520 77	1,162,978 59	1,076,308 88	197,685 10
Buffalo, Niagara and Philadelphia.....	.....	6,000 00	6,000 00	.....	.....
Buffalo and Southwestern.....	.....	.....	.....	.....	30,190 30
Canal, Wadsworth and Sackett's Harbor.....	.....	.....	.....	.....	7,920 89
Cayuga Southern and De Ruyter.....	12,307 10	18,232 51	567 43	567 43	567 43
Chautauque, Lake.....	23,470 00	.....	.....	.....	.....
Chautauque and Albany.....	.....	19,193 81	19,193 81	19,193 81	19,193 81
Cherry Valley, Sharon and Albany.....	.....	11,032 33	6,816 31	7,400 00	2,067 71
Clove Branch.....	19,316 28	.....	.....	.....	.....
Coopers-town and Susquehanna Valley.....	.....	12,335 00	19,335 00	56,343 82	12,335 00
Cornell, Monticue and Andrum.....	69,275 00	201,540 29	191,463 37	182,260 79	182,322 88
Dalhousie and Madison.....	226,445 16	419 81	.....	.....	.....
Dunkirk, Allegany Valley and Pittsburgh.....	2,552,203 34	1,491,641 83	1,159,090 46	1,867,216 11	669,705 77
Erie.....	500,000 00	463,615 91	190,000 00	1,841,722 51	1,841,722 51
Erie and Genesee Valley.....	83,315 71	34,469 75	568,078 89	46,328 86	24,646 77
Fishing, North Shore and Central.....	.....	.....	.....	.....	40,949 98
Fonda, Johnson and Gloversville.....	.....	.....	.....	.....	307,235 81
Geneva, Horlenville and Pine Creek.....	.....	.....	.....	.....	198,000 56
Geneva, Ilwaco and Sayre.....	.....	.....	.....	81,067 14	33,135 57
Geneva and Lyons.....	.....	.....	.....	.....	.....
Glendale and Lyons River.....	.....	39,216 27	35,658 34	29,320 71	.....
Gloversville and Northville.....	2,000 00	6,500 00	30,000 00	86,297 09	.....
Goshen and Decker-town.....	24,913 33	25,709 51	23,876 07	85 80	85 80
Greene.....	12,081 00	21,348 53	20,000 00	22,000 00	48,838 34
Greenwich and Johnsonville.....	479,483 21	479,483 21	479,483 21	479,483 21
Harlem River and Port Chester.....	1,470,247 12

RAILROAD REPORT.

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Hudson River, New York and New England.....	127,804 84	127,804 84	127,804 84
King County Central.....	7,000 00	7,000 00	7,000 00
Lake Champlain and Morris.....	314 08	314 08	314 08
Lake Shore and Michigan Southern.....	1,157,900 70	1,157,900 70	1,157,900 70
Long Island.....	202,307 31	202,307 31	202,307 31
Middle Central.....	300 00	300 00	300 00
Middleburg and Schenectady.....	53,407 74	53,407 74	53,407 74
Middletown, Unionville and Water Gap.....	190,088 03	190,088 03	190,088 03
Middletown, New York.....	416,813 71	416,813 71	416,813 71
Saratoga and New York.....	38,083 60	38,083 60	38,083 60
Newburgh, Dutchess and Connecticut.....	38,083 74	38,083 74	38,083 74
New Jersey and Albany.....	15,000 00	15,000 00	15,000 00
New York and Albany.....	23,000 00	23,000 00	23,000 00
New York, Bay Ridge and Jamaica.....	23,000 00	23,000 00	23,000 00
New York, Brooklyn and Sea Shore.....	202,394 93	202,394 93	202,394 93
New York and Canada.....	556,540 88	556,540 88	556,540 88
New York Central and Hudson River.....	534,212 22	534,212 22	534,212 22
New York Central and Hudson River.....	70,000 00	70,000 00	70,000 00
New York Elevated.....	700,000 00	700,000 00	700,000 00
New York and Harlem.....	225,374 37	225,374 37	225,374 37
New York and Hempstead.....	400,000 00	400,000 00	400,000 00
New York, Lake Erie and Western.....	45,000 00	45,000 00	45,000 00
New York, Lake Erie and Western.....	306,204 02	306,204 02	306,204 02
New York and Manhattan Beach.....	6,513,018 10	6,513,018 10	6,513,018 10
New York, New Haven and Hartford.....	70,500 00	70,500 00	70,500 00
New York and Oswego Midland.....	232,762 30	232,762 30	232,762 30
New York and Sea Beach.....	302,120 50	302,120 50	302,120 50
New York, Westchester and Boston.....	148,333 34	148,333 34	148,333 34
New York, Westchester and Chicago.....	41,313 81	41,313 81	41,313 81
Nyack and Northern.....	27 50	27 50	27 50
Ogdensburg and Lake Champlain.....	37 50	37 50	37 50
Ogdensburg and Southern.....	31,032 80	31,032 80	31,032 80
Oswego and Rome.....	20,000 00	20,000 00	20,000 00
Oswego and Syracuse.....	71,433 40	71,433 40	71,433 40
Port Jervis and Monticello.....	473,301 90	473,301 90	473,301 90
Poughkeepsie, Hartford and Boston.....	9,000 00	9,000 00	9,000 00
Rhinebeck and Connecticut.....	634,683 24	634,683 24	634,683 24
Rochester and State Line.....	3,088 87	3,088 87	3,088 87
Rochester and State Line.....	1,000 00	1,000 00	1,000 00
Rockaway Elevated.....	498 76	498 76	498 76
Rome and Clinton.....	3,000 00	3,000 00	3,000 00
Rome, Watertown and Ogdensburg.....	843 29	843 29	843 29
Eye Lake.....	461,960 49	461,960 49	461,960 49
Schenectady Valley.....	410,369 60	410,369 60	410,369 60
Silver Lake.....	5,300 00	5,300 00	5,300 00
Skaneateles.....	147,237 12	147,237 12	147,237 12
Southern Central.....	276,788 78	276,788 78	276,788 78
Southern of Long Island.....	632,297 57	632,297 57	632,297 57
Staten Island.....	10,000 00	10,000 00	10,000 00
Syracuse, Binghamton and New York.....	351,976 78	351,976 78	351,976 78
Syracuse, Geneva and Corning.....	88,414 83	88,414 83	88,414 83
Syracuse Junction.....	869,937 86	869,937 86	869,937 86
Syracuse, Phoenix and Oswego.....	5,300 00	5,300 00	5,300 00
Troy and Boston.....	140,362 13	140,362 13	140,362 13
	461,965 88	461,965 88	461,965 88
	632,297 57	632,297 57	632,297 57
	10,000 00	10,000 00	10,000 00
	436,022 16	436,022 16	436,022 16

COMPARATIVE STATEMENT FOR FIVE YEARS—(Continued).

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Water and Delaware.....	.....	\$21,379 70	\$74,799 79	\$131,965 80	\$57,993 06
Utica, Chenango and Susquehanna Valley.....	.....	135,069 51	132,455 45	145,923 73	146,103 35
Utica, Ithaca and Elmira.....	.....	250,000 00	250,000 00	355,438 18	.....
Utica, Clinton and Binghamton.....	.....	.....	54,847 16	83,500 00	52,500 00
Valley.....	.....	77,068 07	85,538 43	92,900 00	93,063 54
Wallkill Valley.....	68,796 54	439,778 93	439,778 93	45,368 81	90,064 18
Waverly and State Line.....	378,823 96	54,398 05	54,398 05	54,398 05	54,398 05
West Shore Hudson River.....	61,918 33	61,918 32	61,918 33	61,918 33	61,918 33

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.

TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.

	1874.	1875.	1876.	1877.	1878.
Adirondack	86,000,000 00	87,971,734 68	87,971,734 68	87,971,734 68	87,971,734 68
Albany and Susquehanna	4,252,000 00	4,204,000 00	5,192,000 00	6,045,000 00	6,045,000 00
Atlantic and Great Western	71,169,864 44	75,469,938 08	75,469,938 08	75,469,938 08	68,550,311 28
Avon, Genesee and Mount Morris	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Bath and Hammondsport	10,023 86	10,023 86	47,000 00	50,000 00	30,000 00
Black River and Morrislow	130,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Black River and St. Lawrence	288 79	135 00	135 00	135 00	135 00
Boston and Albany	7,304,949 75	7,510,309 75	7,533,013 37	8,003,056 75	7,541,125 25
Boston, Hoosac Tunnel and Albany	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Brooklyn, Bath and Coney Island .....	.....	.....	.....	.....	.....
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	.....
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	.....
Buffalo, Bradford and Pittsburgh .....	.....	.....	.....	.....	.....
Buffalo City	85,743 39	81,576 85	90,076 85	107,633 84	90,047 37
Buffalo Creek	1,136 82	1,196 22	.....	.....	98,303 38
Buffalo Cross-town .....	.....	.....	11,503 19	11,503 90	11,503 19
Buffalo Erie Basin	2,380,000 00	2,380,000 00	2,380,000 00	2,380 00	2,380,000 00
Buffalo, New York and Erie	4,167,693 79	4,430,020 77	4,620,478 29	4,535,806 89	4,514,839 29
Buffalo, New York and Philadelphia .....	.....	.....	.....	.....	1,207,401 77
Buffalo and Southwestern .....	.....	.....	.....	.....	300,000 00
Carthage, Watertown and Sackett's Harbor .....	.....	.....	.....	.....	30,190 20
Cayuga Southern .....	.....	.....	.....	.....	.....
Cazenovia, Canastota and De Ruyter	163,307 10	163,333 51	.....	3,656 48	607,220 89
Chautauque Lake .....	.....	.....	.....	567 43	567 43
Cherry Valley, Sharon and Albany	386,470 00	219,198 81	300,000 80	300,000 00	10,000 00
Clayton and Theresa	300,000 00	.....	219,198 81	219,193 81	219,193 81
Clove Branch .....	.....	.....	.....	7,500 00	7,500 00
Cooperstown and Susquehanna Valley	112,316 28	111,083 35	146,816 31	143,481 00	138,687 71
Corning, Cowanesque and Antrim .....	.....	500,000 00	500,000 00	559,849 99	500,000 00
Delhi and Middletown	63,273 00	73,395 00	72,385 00	72,385 00	72,385 00
Dunkirk, Allegany Valley and Pittsburgh	3,426,615 16	3,401,540 80	3,304,403 37	3,382,288 79	3,382,288 89
Elmira State Line	413 84	.....	143,375 00	160,000 00	160,000 00
Elmira and Williamsport .....	.....	.....	1,690,000 00	1,690,000 00	1,690,000 00
Erie	1,570,000 00	55,685,455 33	55,430,374 46	56,159,039 11	54,941,519 77
Erie and Genesee Valley	45,129,017 34	126,000 00	.....	.....	130,000 00
Flushing, North Shore and Central .....	.....	.....	4,506,761 24	4,498,968 37	4,498,968 37
Fonda, Johnstown and Gloversville	8,983,900 00	4,214,298 17	.....	.....	334,646 77
Geneva, Hornellsville and Pine Creek	333,315 71	534,459 73	349,001 57	346,328 89	40,000 00
Geneva, Ithaca and Sayre .....	.....	.....	.....	.....	792,243 86
Geneva and Lyons .....	.....	.....	600,000 00	681,067 14	307,285 61

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Glendale and East River.....	\$10,000 00	.....	.....	\$29,250 71	\$158,000 58
Glen's Falls.....	.....	\$10,000 00	.....	10,000 00	10,000 00
Gloversville and Northville.....	.....	38,216 27	336,658 34	236,237 09	282,153 57
Goshen and Dockertown.....	248,500 00	252,000 00	247,500 00	246,500 00	246,500 00
Greene.....	184,913 53	193,709 51	188,876 07	200,036 50	200,083 50
Greenwich and Johnsonville.....	186,181 00	206,848 53	206,500 00	217,500 00	233,938 34
Harlem River and Port Chester.....	2,470,227 12	2,479,483 21	2,479,483 21	2,479,483 21	2,479,483 21
Hudson Suspension Bridge and New England.....	.....	127,804 31	127,804 31	127,804 31	127,804 31
Ilwaco, Auburn and Western.....	.....	.....	.....	508,990 00	517,090 00
Kings County Central.....	.....	.....	.....	28,700 00	82,000 00
Lake Champlain and Moriah.....	114,247 97	105,236 75	104,914 90	104,214 58	73,000 00
Lake Shore and Michigan Southern.....	\$5,728,968 61	\$6,500,000 00	\$6,125,000 00	\$6,000,000 00	\$6,750,000 00
Long Island.....	.....	1,716,403 90	1,956,090 34	2,806,217 31	3,039,610 70
Metropolitan Elevated.....	.....	.....	.....	.....	7,500,000 00
Middle Central.....	.....	.....	.....	.....	15 00
Middleburgh and Schoharie.....	17,400 00	17,300 00	17,300 00	18,200 00	18,200 00
Middletown and Crawford.....	70,000 00	70,000 00	70,000 00	82,000 00	80,300 00
Middletown, Unionville and Water Gap.....	417,552 80	400,712 04	400,000 00	400,000 00	400,000 00
Montgomery and Erie.....	172,000 00	170,500 00	170,500 00	170,500 00	170,500 00
Nanuet and New City.....	2,908 14	53,078 35	53,390 75	53,497 74	53,497 74
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	169,988 03	2,336,433 43
Newburgh and New York.....	.....	.....	.....	.....	250,000 00
New Jersey and New York.....	.....	1,451,313 71	1,451,313 71	1,451,313 71	1,451,313 71
Newtown and Fushing.....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Newtown and Albany.....	29,904 17	29,904 17	29,904 17	29,904 00	.....
New York, Bay Ridge and Jamaica.....	.....	.....	43,000 00	230,255 74	200,000 00
New York, Brooklyn and Sea Shore.....	.....	.....	4,216,535 78	4,292,594 93	4,026,938 68
New York and Canada.....	.....	40,004,334 62	40,401,374 21	40,335,445 53	40,433,283 89
New York Central and Hudson River.....	.....	.....	.....	.....	500,000 00
New York City and Northern.....	.....	771,000 00	1,053,216 44	1,810,000 00	4,809,000 00
New York Elevated.....	108,321 58	10,317,329 00	11,317,329 00	11,317,329 00	11,317,329 00
New York and Harlem.....	474,374 37	474,374 37	474,374 37	474,374 37	474,374 37
New York, Housatonic and Northern.....	.....	.....	.....	.....	400,000 00
New York, Lake Erie and Western.....	.....	.....	.....	.....	70,500 00
New York and Sea Beach.....	.....	.....	.....	.....	874,000 00
New York and Manhattan Beach.....	.....	.....	.....	.....	306,304 02
New York, New Haven and Hartford.....	1,421,555 48	292,768 83	235,259 35	229,809 15	229,809 15
New York and Oswego Midland.....	22,348,129 87	22,485,460 75	22,572,001 98	22,567,053 36	22,586,518 10
New York and Rockaway.....	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
New York, Westchester and Boston.....	232,763 30	232,763 30	232,763 30	232,763 30	232,763 30
New York, West Shore and Chicago.....	5,321,360 63	5,321,360 63	5,321,360 63	5,321,360 63	5,050,000 00

RAILROAD REPORT.

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COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL COST OF ROAD AND EQUIPMENT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$2,738,692 55	\$2,738,692 55	\$2,728,692 55	\$2,728,692 55	\$2,728,692 55
Addison, Oscoda and Covanques Valley.....	10,635,221 53	10,440,527 13	9,716,843 41	9,697,775 94	9,714,811 51
Albany and Susquehanna.....	81,245,071 46	81,332,283 42	81,411,036 79	81,525,116 81	81,833,360 89
Atlantic and Vermont.....	65,293 72	65,293 72	245,000 00	245,000 00	245,000 00
Aron, Genesee and Mount Morris.....	387,373 43	633,657 65	133,455 93	133,905 86	132,151 86
Bath and Hammondsport.....	144,422 58	144,422 58	144,422 58	144,422 58	144,422 58
Black River and Morrislowe.....	27,738,686 15	28,562,937 30	28,821,762 28	27,514,116 50	27,514,116 50
Boston and Albany.....	1,198 00	1,108 00	1,908 00	1,400 00	11,400 00
Boston, Albany and Schenectady.....	291,513 98	265,105 52	290,341 23	1,300 00	27,408 00
Boston, Hoosac Tunnel and Albany.....	.....	.....	.....	228,719 38	491,103 47
Brooklyn, Bath and Coney Island.....	.....	.....	.....	1,150 00	803,275 30
Brooklyn and Coney Island Central.....	.....	.....	.....	5,000 00	1,150 00
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	1,221,669 27
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	241,510 15
Buffalo City.....	283,655 52	283,223 47	285,646 26	286,365 35	286,000 00
Buffalo and Erie Basin.....	3,330,000 00	3,330,000 00	13,503 19	13,503 19	209,711 30
Buffalo, New York and Erie.....	5,690,747 73	6,068,075 85	3,330,000 00	3,330,000 00	13,503 19
Buffalo, New York and Philadelphia.....	.....	.....	6,385,381 94	6,408,226 17	3,330,000 00
Buffalo and Southwestern.....	.....	.....	.....	.....	6,579,854 20
Canandaigua, Palmyra and Ontario.....	4,239 69	4,241 99	4,241 99	6,632 49	1,189,348 94
Canandaigua, Watertown and Sackett's Harbor.....	770,883 26	783,043 26	783,683 26	783,783 26	6,658 04
Canandaigua Southern.....	.....	.....	.....	.....	783,683 26
Cayuga and Susquehanna.....	743,884 41	1,187,562 71	1,187,562 71	744,067 16	425,000 00
Cazenovia, Canastota and De Ruyter.....	.....	747,864 60	614,000 00	614,000 00	744,067 16
Chautauqua Lake.....	.....	12,314 81	14,767 43	14,767 43	614,000 00
Chemung.....	600,000 00	350,000 00	350,000 00	350,000 00	14,767 43
Cherry Valley, Sharon and Albany.....	290,125 98	321,723 10	321,723 10	321,723 10	350,000 00
Clayton and Theresa.....	150,000 00	321,723 10	321,723 10	321,723 10	350,000 00
Clove Branch.....	.....	.....	156,000 00	164,300 00	321,723 10
Coney Island Beach.....	.....	.....	.....	.....	164,300 00
Cooperstown and Susquehanna Valley.....	459,283 49	459,348 30	491,333 13	492,078 13	350 00
Cornwall, Covanques and Antrim.....	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00	483,128 13
Delaware and Hudson Canal Co.; Lockawanna and Susquehanna R. R.....	1,012,792 37	1,174,601 99	1,174,601 99	1,174,601 99	1,900,000 00
Delhi and Middletown.....	146,806 94	146,806 94	146,806 94	146,806 94	1,174,601 99
Dunkirk, Allegheny Valley and Pittsburgh.....	4,762,843 73	4,762,843 29	4,797,922 93	4,804,235 67	146,806 94
Elmira, Jefferson and Canandaigua.....	.....	500,000 00	500,000 00	500,000 00	4,811,422 93
Elmira and State Line.....	500,000 00	500,000 00	500,000 00	500,000 00
.....	180,170 10	180,192 45	191,104 86

RAILROAD REPORT.

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COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL COST OF ROAD AND EQUIPMENT.				
	1874.	1875.	1876.	1877.	1878.
New York, New Haven and Hartford.....	\$15,492,184 87	\$15,693,048 80	\$15,693,048 80	\$15,693,048 80	\$15,735,002 09
New York and Oswego Midland.....	28,043,892 46	28,172,649 01	28,238,408 93	28,294,394 04	28,333,704 18
New York Quick Transit.....	.....	.....	.....	.....	28,333,490 00
New York and Rockaway.....	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
New York and Sea Beach.....	.....	.....	.....	.....	160,137 00
New York, Westchester and Boston.....	290,064 40	290,064 40	290,064 40	290,064 40	290,064 40
New York, West Shore and Chicago.....	1,140,323 75	1,140,323 75	1,140,323 75	1,140,323 75	1,140,323 75
Niagara Bridge and Canandaigua.....	.....	.....	.....	.....	1,000,000 00
Northern of New Jersey.....	527,451 82	527,451 82	527,451 82	527,451 82	527,451 82
Oriskany and Northern.....	228,742 24	228,742 24	228,742 24	228,742 24	228,742 24
Ogdensburgh and Lake Champlain.....	228,657 24	228,657 24	228,657 24	228,657 24	228,657 24
Ogdensburgh and Morrisstown.....	5,786,920 87	5,786,920 87	5,786,920 87	5,786,920 87	5,786,920 87
Olean, Bradford and Warren.....	.....	.....	.....	.....	111,574 29
Ontario Southern.....	.....	.....	.....	.....	141,496 54
Oswego and Rome.....	960,952 76	960,952 76	960,952 76	960,952 76	960,952 76
Oswego and Syracuse.....	1,574,734 50	1,574,734 50	1,574,734 50	1,574,734 50	1,574,734 50
Port Jervis and Monticello.....	.....	.....	.....	.....	1,757,390 48
Poughkeepsie, Hartford and Boston.....	1,088,353 03	1,088,353 03	1,088,353 03	1,088,353 03	1,088,353 03
Rensselaer and Saratoga.....	1,430,724 64	1,430,724 64	1,430,724 64	1,430,724 64	1,430,724 64
Rhinebeck and Connecticut.....	8,799,755 58	8,799,755 58	8,799,755 58	8,799,755 58	8,799,755 58
Rochester and Genesee Valley.....	610,535 98	610,535 98	610,535 98	610,535 98	610,535 98
Rochester, Nunda and Pittsburgh.....	671,303 13	671,303 13	671,303 13	671,303 13	671,303 13
Rochester and State Line.....	.....	.....	.....	.....	400,000 00
Rome and Clinton.....	1,248,895 37	1,248,895 37	1,248,895 37	1,248,895 37	1,248,895 37
Rome, Watertown and Ogdensburgh.....	360,000 00	360,000 00	360,000 00	360,000 00	360,000 00
Rye Lake.....	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Saratoga and Schenectady.....	.....	.....	.....	.....	9,350,815 21
Schenectady and Duaneburgh.....	.....	.....	.....	.....	6,967 49
Schoharie Valley.....	484,684 15	484,684 15	484,684 15	484,684 15	484,684 15
Silver Lake.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Skaneateles.....	125,611 45	125,611 45	125,611 45	125,611 45	125,611 45
Smithtown and Port Jefferson.....	166,911 89	166,911 89	166,911 89	166,911 89	166,911 89
Southfield Branch.....	555,456 06	555,456 06	555,456 06	555,456 06	555,456 06
Southern Central.....	17,784 17	17,784 17	17,784 17	17,784 17	17,784 17
Southern of Long Island.....	4,211,770 46	4,211,770 46	4,211,770 46	4,211,770 46	4,211,770 46
Southern Hempstead Branch.....	.....	.....	.....	.....	4,287,010 87
Southern of Long Island.....	.....	.....	.....	.....	219,560 00
Spuyten Duyvil and Port Morris.....	.....	.....	.....	.....	2,969,393 03
Staten Island.....	980,540 71	980,540 71	980,540 71	980,540 71	980,540 71
Sterling Mountain.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Suspension Bridge and Erie Junction.....	500,190 36	500,190 36	500,190 36	500,190 36	500,190 36
	1,845,200 17

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COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Utica, Chenango and Cortland	\$267,000 00	\$267,000 00	\$267,000 00	\$267,000 00	\$267,000 00
Utica, Chenango and Schoharie Valley	3,783,700 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Utica, Clinton and Binghamton .....	.....	.....	610,325 70	610,325 70	610,325 70
Wallkill Valley	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
Warwick Valley	751,747 20	751,747 20	754,747 20	750,000 00	750,000 00
Waverly and State Line	255,000 00	255,000 00	255,000 00	255,000 00	255,000 00
Westchester County	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
West Shore and Hudson River .....	.....	.....	.....	.....	.....
West Troy and Green Island	536,700 00	536,700 00	536,700 00	536,700 00	536,700 00
	3,200 00	3,200 00	3,200 00	3,200 00	3,200 00

• Not reported.

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.

AMOUNT OF FUNDED DEBT.

	1874.	1875.	1876.	1877.	1878.
Adirondack	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00
Albany and Susquehanna	4,272,000 00	4,201,000 00	5,012,000 00	6,015,000 00	6,015,000 00
Atlantic and Great Western	67,220,802 81	68,994,811 24	68,994,811 28	68,994,811 28	68,994,811 28
Avon, Genesee and Mount Morris	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Bath and Hammondsport	121,400 00	500,000 00	500,000 00	500,000 00	500,000 00
Black River and Morrisville	5,538,000 00	6,243,000 00	7,001,000 00	7,000,000 00	7,000,000 00
Boston and Albany	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	.....
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	.....
Brooklyn, Baitford and Pittsburgh .....	.....	.....	.....	.....	.....
Buffalo City	2,380,000 00	2,380,000 00	2,380,000 00	2,380,000 00	2,380,000 00
Buffalo, New York and Erie	2,972,500 00	3,120,000 00	3,457,500 00	3,440,500 00	3,440,500 00
Buffalo, New York and Philadelphia .....	.....	.....	.....	.....	.....
Carliage, Watertown and Sackett's Harbor	590,000 00	590,000 00	590,000 00	590,000 00	590,000 00
Cazenovia, Canastota and De Ruyter	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Cherry Valley, Sharon and Albany	307,000 00	307,000 00	307,000 00	307,000 00	307,000 00
Cheney and Thru	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Coopersdown and Susquehanna Valley	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Corning, Middleburgh and Auburn	60,000 00	60,000 00	60,000 00	60,000 00	60,000 00
Danville, Allegheny Valley and Pittsburgh	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00
Elmira State Line	1,570,000 00	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00
Elmira and Williamsport	45,576,811 00	54,271,814 00	54,271,814 00	54,271,814 00	54,271,814 00
Erie	130,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Erie and Genesee Valley	3,431,300 00	3,428,882 88	3,428,882 88	3,428,882 88	3,428,882 88
Fondra, North Shore and Central	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Geneva, Ithaca and Sayre	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Glens Falls	946,500 00	946,500 00	946,500 00	946,500 00	946,500 00
Gloversville and Northville	170,000 00	170,000 00	170,000 00	170,000 00	170,000 00
Goshen and Deckertown	185,500 00	185,500 00	185,500 00	185,500 00	185,500 00
Greene .....	.....	.....	.....	.....	.....
Greenwich and Johnsonville	1,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Harlem Extension .....	.....	.....	.....	.....	.....
Harlem River and Port Chester .....	.....	.....	.....	.....	.....
Ithaca, Auburn and Western	101,000 00	101,000 00	101,000 00	101,000 00	101,000 00
Kings County Central	34,426,000 00	36,300,000 00	36,125,000 00	36,000,000 00	35,750,000 00
Lake Champlain and Moriah .....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern .....	.....	.....	.....	.....	.....

STATE ENGINEER AND SURVEYOR'S

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

AMOUNT OF FUNDED DEBT.

NAME OF ROAD.

	1874.	1875.	1876.	1877.	1878.;
Long Island		\$1,500,000 00	\$1,500,500 00	\$1,853,850 00	\$1,881,750 00
Metropolitan Elevated		17,000 00	17,000 00	18,000 00	18,000 00
Middleburgh and Schoharie	\$17,000 00	70,000 00	70,000 00	82,000 00	82,000 00
Middletown and Crawford	70,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Middletown, Unionville and Water Gap	400,000 00	170,500 00	170,500 00	170,500 00	170,500 00
Montgomery and Erie	172,000 00	.....	.....	.....	1,184,500 00
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	.....	250,000 00
Newburgh and New York .....	.....	932,500 00	1,034,500 00	1,034,500 00	1,034,500 00
New Jersey and New York .....	.....	150,000 00	150,000 00	150,000 00	150,000 00
Newtown and Flushing	150,000 00	.....	10,000 00	182,200 00	200,000 00
New York, Bay Ridge and Jamaica .....	.....	.....	.....	15,000 00	15,000 00
New York, Brooklyn and Sea Shore .....	.....	.....	.....	.....	.....
New York and Canada	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
New York Central and Hudson River	38,484,742 62	40,003,567 62	38,844,733 33	38,801,233 33	38,801,233 33
New York City and Northern .....	.....	.....	.....	.....	500,000 00
New York Elevated .....	.....	771,000 00	771,000 00	1,740,000 00	1,740,000 00
New York and Harlem	8,585,669 00	11,317,329 00	10,617,329 00	10,617,329 00	4,804,000 00
New York, Housatonic and Northern	219,000 00	249,000 00	219,000 00	249,000 00	10,617,329 00
New York, Lake Erie and Western .....	.....	.....	.....	.....	249,000 00
New York, Lake Erie and Western .....	.....	.....	.....	.....	.....
New York and Manhattan Beach	1,61,500 00	.....	.....	.....	829,000 00
New York, New Haven and Hartford	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00
New York and Oswego Midland	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
New York and Rockaway	5,019,240 12	5,019,240 12	5,019,240 12	5,019,240 12	5,056,000 00
New York, West Shore and Chicago	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Northern of New Jersey	150,000 00	150,000 00	157,500 00	157,500 00	157,500 00
Nyack and Northern	985,000 00	985,000 00	985,000 00	985,000 00	985,000 00
Ogdensburg and Lake Champlain .....	.....	.....	.....	.....	994,300 00
Ontario Southern	612,100 00	612,100 00	612,100 00	612,100 00	612,100 00
Oswego and Rome	173,500 00	123,500 00	123,500 00	461,500 00	461,500 00
Poughkeepsie, Hartford and Boston .....	.....	.....	.....	.....	.....
Rensselaer and Saratoga	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Rhinebeck and Connecticut	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Rhinebeck, Nunda and Pittsburgh .....	.....	.....	.....	.....	.....
Rochester and State Line	1,105,000 00	1,105,000 00	1,182,000 00	1,182,000 00	1,182,000 00
Rome and Clinton	76,000 00	76,000 00	38,500 00	38,500 00	38,500 00
Rome, Waretown and Ogdensburg	2,585,719 35	5,322,719 19	7,216,000 00	7,216,000 00	7,216,000 00
Rye Lake .....	.....	.....	.....	.....	.....
Schenectady and Dunesburgh	300,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Schoharie Valley	25,000 00	34,500 00	34,500 00	34,500 00	34,500 00
Silver Lake .....	.....	.....	.....	.....	15,000 00

Alabama	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Alaska	100 00	200 00	300 00	400 00	500 00	600 00	700 00	800 00	900 00	1,000 00	1,100 00	1,200 00	1,300 00	1,400 00	1,500 00
Arizona	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Arkansas	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
California	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Colorado	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Connecticut	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Delaware	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
District of Columbia	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Florida	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Georgia	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Hawaii	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Idaho	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Illinois	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Indiana	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Iowa	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Kansas	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Kentucky	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Louisiana	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Maine	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Maryland	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Massachusetts	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Michigan	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Minnesota	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Mississippi	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Missouri	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Montana	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Nebraska	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Nevada	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
New Hampshire	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
New Jersey	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
New Mexico	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
New York	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
North Carolina	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
North Dakota	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Ohio	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Oklahoma	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Oregon	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Pennsylvania	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Rhode Island	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
South Carolina	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
South Dakota	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Tennessee	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Texas	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Utah	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Vermont	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Virginia	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Washington	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
West Virginia	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Wisconsin	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00
Wyoming	10,000 00	15,000 00	20,000 00	25,000 00	30,000 00	35,000 00	40,000 00	45,000 00	50,000 00	55,000 00	60,000 00	65,000 00	70,000 00	75,000 00	80,000 00

• See Erie.

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$3,888,971 61	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68
Atlantic and Great Western.....	10,033 85	6,475,128 80	6,475,128 80	6,475,128 80	6,475,128 80
Bath and Hammondsport.....	9,000 00	10,033 86	31,000 00	3,452 00	1,500 00
Black River and Morris-town.....	268 75	135 00	135 00	135 00	135 00
Black River and St. Lawrence.....	1,746,949 75	1,161,569 75	892,013 37	1,003,056 75	541,125 25
Boston and Albany.....	.....	.....	.....	.....	9,190 00
Boston, Hoosac Tunnel and Albany.....	.....	.....	.....	.....	68,886 80
Boston, Hoosac Tunnel and Western.....	.....	.....	.....	.....	160,860 35
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	647 37
Buffalo City.....	.....	.....	.....	.....	98,268 35
Buffalo Creek.....	83,742 33	81,570 85	90,076 85	107,033 84	.....
Buffalo Crossdown.....	1,138 52	1,186 52	.....	.....	.....
Buffalo and Erie Basin.....	.....	.....	.....	.....	11,603 19
Buffalo, New York and Philadelphia.....	.....	.....	11,533 19	11,503 19	711,339 29
Buffalo and Southwestern.....	1,185,199 70	1,109,520 77	1,185,978 59	1,076,308 89	197,686 10
Canthage, Watertown and Sackett's Harbor.....	.....	6,000 00	6,000 00	.....	.....
Cayuga Southern.....	12,307 10	15,232 51	567 43	.....	30,190 20
Cazenovia, Canastota and De Ruyter.....	23,470 00	25,000 00	.....	3,656 43	7,250 89
Chautauque Lake.....	.....	19,193 81	19,193 81	567 43	.....
Cherry Valley, Sharon and Albany.....	.....	.....	.....	.....	19,193 81
Clyton and Theresa.....	.....	.....	.....	.....	7,500 00
Clove Branch.....	12,316 28	11,032 33	6,816 31	.....	2,967 71
Coopersdown and Susquehanna Valley.....	.....	.....	.....	.....	.....
Corning, Cowanesque and Andrus.....	69,275 00	12,385 00	12,385 00	.....	12,385 00
Delhi and Middlestown.....	226,645 16	201,540 29	191,403 57	.....	188,352 89
Dunkirk, Allegheny Valley and Pittsburgh.....	2,552,203 31	1,431,641 83	1,159,060 46	1,887,216 11	669,706 77
Emira and State Libe.....	.....	120,000 00	120,000 00	.....	.....
Erie.....	500,000 00	405,615 21	528,078 59	.....	.....
Erie and Genesee Valley.....	83,315 71	34,469 73	49,001 57	.....	1,841,772 51
Fishing, North Shore and Central.....	.....	.....	.....	.....	34,646 77
Fonda, Johnstown and Gloversville.....	.....	.....	.....	.....	40,000 00
Geneva, Hornellsville and Pine Creek.....	.....	.....	.....	81,067 14	192,248 86
Geneva, Ithaca and Sayre.....	.....	.....	.....	.....	307,225 61
Geneva and Lyons.....	.....	.....	.....	.....	188,050 58
Glendale and East River.....	.....	.....	.....	.....	32,156 57
Governville and Northville.....	.....	.....	.....	.....	.....
Goshen and Deerpark.....	.....	.....	.....	.....	.....
Greene.....	2,000 00	39,216 27	35,688 34	.....	.....
Greeneville.....	24,913 33	6,500 00	1,000 00	.....	85 50
Greenville and Johnsonville.....	12,061 00	25,709 51	29,786 07	.....	.....
Hadley River and Port Cheddar.....	1,470,247 12	21,348 53	30,000 00	.....	48,838 34
.....	.....	479,433 21	479,433 21	479,433 21	479,433 21

Hudson, suspension Bridge and New England.....	127,804 34	127,804 34	127,804 34	127,804 34
Adirondack Central.....	10,347 97	1,203 76	3,704 00	7,060 00
Lake Champlain and Montreal.....	1,808,888 61	316,033 00	314 09	
Lake Champlain and Montreal Southern.....				
Long Island.....				
Middle Central.....				
Montclair and Schenectady.....	100 00	300 00	405,500 34	1,157,400 70
Staten Island.....	17,052 80	712 04	200 00	15 00
Manhattan, Union City and Water Gap.....	2,908 14	53,589 75		290 00
Nanuet and New City.....				
New Jersey and New York.....				
New Jersey and Albany.....	29,904 17	418,879 84		53,497 74
New York, Bay Ridge and Jamaica.....				190,888 03
New York, Brooklyn and Sea Shore.....				191,008 42
New York and Canada.....				416,813 71
New York and Central Hudson River.....				
New York Central and Hudson River.....				
New York Elevated.....	1,167 00	1,167 00		23,600 00
New York and Harlem.....	108,321 58			35,938 63
New York and Hempstead.....	2,176,434 06			682,400 86
New York, Housatonic and Northern.....				700,000 00
New York, Lake Erie and Western.....				
New York and Manhattan Beach.....				
New York, New Haven and Hartford.....	390,555 48	285,708 38		223,374 37
New York and Oswego Midland.....	6,274,029 57	6,411,960 75		400,000 00
New York and Sea Beach.....				45,000 00
New York, Westchester and Boston.....	252,762 30	252,762 30		306,254 02
New York, West Shore and Chicago.....	302,130 50	302,130 50		6,515,018 10
N York and Northern.....	2,638 36	1,289 53		70,000 00
Ogdensburg and Lake Champlain.....				232,762 30
Ontario and Southern.....				
Oswego and Rome.....				
Oswego and Syracuse.....				
Port Jervis and Monticello.....	27 50	27 50		223,374 37
Poughkeepsie, Hartford and Boston.....	179,747 60	246,632 77		400,000 00
Rhinebeck and Connecticut.....				45,000 00
Rhinebeck and State Line.....				306,254 02
Rockaway Elevated.....				70,000 00
Rome and Clinton.....				232,762 30
Rome, Watertown and Ogdensburg.....				302,130 50
Rye Lake.....				
Schoharie Valley.....				
Silver Lake.....				
Skaneateles.....				
Southern Central.....				
Southern of Long Island.....				
Staten Island.....				
Syracuse, Binghamton and New York.....				
Syracuse, Geneva and Corning.....				
Syracuse Junction.....				
Syracuse, Phoenix and Oswego.....				
Troy and Boston.....				

COMPARATIVE STATEMENT FOR FIVE YEARS—(Continued).

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Ulster and Delaware.....	\$21,379 70	\$74,702 79	\$131,985 80	\$57,982 08
Ulrica, Chenango and Susquehanna Valley.....	135,039 51	132,455 45	145,323 73	146,103 35
Ulrica, Ithaca and Elmira.....	250,000 00	250,000 00	353,438 18	.....
Ulrica, Clinton and Binghamton.....	54,847 16	83,500 00	32,500 00
Valley.....	77,003 07	86,589 43	92,500 00	92,003 04
Wallkill Valley.....	439,778 98	439,778 98	45,258 81	50,054 18
Waverly and State Line.....	54,398 05	54,398 05	54,398 05	54,398 05
West Shore Hudson River.....	61,918 32	61,918 32	61,918 32	61,918 32

RAILROAD REPORT.

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COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack	86,000,000 00	87,071,734 08	87,071,734 08	87,071,734 08	87,071,734 08
Albany and Schoharie	4,297,000 00	4,304,000 00	5,042,000 00	5,042,000 00	5,042,000 00
Atlantic and Great Western	71,106,864 44	75,469,338 08	75,469,338 08	75,469,338 08	68,850,311 28
Avon, Genesee and Mount Morris	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Bath and Hammondsport	16,023 86	10,023 86	47,000 00	41,452 00	30,500 00
Black River and Morrisdown	130,400 00	500,000 00	500,000 00	500,000 00	500,000 00
Black River and St. Lawrence	263 79	135 00	135 00	135 00	135 00
Boston and Albany	7,304,949 75	7,310,509 75	7,323,013 37	8,003,050 75	7,541,125 25
Boston, Hoosac Tunnel and Albany .....	.....	.....	.....	.....	9,100 00
Boston, Hoosac Tunnel and Western	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Brooklyn, Bath and Coney Island .....	.....	.....	.....	.....	64,886 50
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	34,000 00
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	764,406 35
Brooklyn and Broadway .....	.....	.....	.....	.....	58,000 00
Buffalo, Bradford and Pittsburgh .....	.....	.....	.....	.....	580,000 00
Buffalo City	83,743 39	81,576 85	90,676 35	107,633 84	30,047 37
Buffalo Creek	1,136 52	1,136 52	.....	.....	94,268 38
Buffalo Cross-town .....	.....	.....	.....	.....	.....
Buffalo Erie Basin .....	.....	.....	11,503 19	11,503 90	11,503 19
Buffalo, New York and Erie	2,380,000 00	2,380,000 00	2,380,000 00	2,380 00	2,380,000 00
Buffalo, New York and Philadelphia	4,167,659 79	4,420,020 77	4,620,478 20	4,555,808 89	4,514,839 29
Buffalo and Southwestern .....	.....	.....	.....	.....	1,297,401 77
Carthage, Watertown and Sackett's Harbor	290,000 00	306,000 00	306,000 00	300,000 00	300,000 00
Cayuga Southern	182,307 10	163,233 51	.....	.....	30,180 20
Chenango, Canastota and De Ruyter .....	.....	.....	.....	8,656 46	607,220 89
Chenango Lake .....	.....	.....	.....	.....	567 43
Cherry Valley, Sharon and Albany	330,470 00	219,183 81	300,000 80	300,000 00	10,000 00
Clyden and Theresa	200,000 00	219,183 81	219,183 81	219,183 81	219,183 81
Clove Branch .....	.....	.....	.....	7,800 00	7,500 00
Cooperstown and Susquehanna Valley	112,316 98	111,063 33	146,816 31	143,481 00	138,667 71
Corning, Cowanesque and Antrim .....	.....	500,000 00	500,000 00	539,849 99	500,000 00
Delhi and Middletown	69,273 00	73,385 00	73,385 00	72,385 00	72,385 00
Franklin, Allegheny Valley and Pittsburgh	3,498,645 16	3,401,540 89	3,394,403 37	3,382,266 79	3,388,522 89
Empire State Linn	412 94	413 94	143,375 00	160,000 00	160,000 00
Empire and Williamport	1,570,000 00	53,685,455 83	1,620,000 00	1,620,000 00	1,620,000 00
Erie and Genesee Valley	48,129,017 34	55,430,374 46	55,430,374 46	56,159,030 11	54,941,519 77
Flushing, North Shore and Central	126,000 00	240,000 00	240,000 00	120,000 00	120,000 00
Fonda, Johnstown and Gloversville	8,983,900 00	4,214,298 17	4,506,751 24	4,496,955 37	4,496,955 37
Geneva, Hornellsville and Pine Creek	333,315 71	334,459 73	349,001 67	346,328 89	334,646 77
Geneva, Ithaca and Sayre .....	.....	.....	.....	.....	40,000 00
Geneva and Lyons .....	.....	.....	600,000 00	681,067 14	702,248 86
.....	.....	.....	.....	.....	307,325 61

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Glendale and East River.....	\$10,000 00	\$10,000 00	\$10,000 00	\$29,350 71	\$158,000 58
Glen's Falls.....	248,500 00	38,216 27	235,638 34	235,257 05	10,000 00
Gloversville and Northville.....	184,913 53	253,000 00	247,500 00	246,500 00	223,153 57
Goshen and Docktown.....	188,181 00	185,769 51	188,876 07	200,085 50	246,500 00
Greenwich and Johnsonville.....	2,479,483 21	2,479,483 21	2,479,483 21	2,479,483 21	2,479,483 21
Harlem River and Port Chester.....	114,247 97	105,235 75	104,914 90	104,214 58	95,000 00
Hudson Suspension Bridge and New England.....	\$5,728,988 61	\$5,500,000 00	\$6,125,000 00	\$6,000,000 00	\$5,750,000 00
Ithaca, Auburn and Western.....	172,000 00	170,000 00	170,500 00	170,500 00	170,500 00
Kings County Central.....	2,908 14	55,575 25	56,390 75	53,497 74	53,497 74
Lake Champlain and Moriah.....	17,400 00	17,300 00	17,200 00	18,200 00	18,200 00
Lake Shore and Michigan Southern.....	70,000 00	70,000 00	70,000 00	82,000 00	80,300 00
Long Island.....	417,552 80	400,712 04	400,000 00	400,000 00	400,000 00
Metropolitan Elevated.....	172,000 00	170,000 00	170,500 00	170,500 00	170,500 00
Middle Central.....	2,908 14	55,575 25	56,390 75	53,497 74	53,497 74
Middleburgh and Schoharie.....	150,000 00	1,351,379 84	1,451,313 71	1,451,313 71	1,451,313 71
Middletown and Crawford.....	29,904 17	29,904 17	29,904 17	29,904 17	29,904 17
Middletown, Unionville and Water Gap.....	4,000,000 00	4,000,000 00	4,216,535 75	4,202,594 93	4,096,938 68
Montgomery and Erie.....	38,485,906 62	40,904,534 62	40,401,274 21	40,335,445 55	40,433,283 89
Montgomery and Erie.....	108,321 58	771,000 00	1,053,216 44	1,310,000 00	500,000 00
Nanuet and New City.....	10,762,103 66	11,317,329 00	11,317,329 00	11,317,329 00	11,317,329 00
Newburgh and New York.....	474,374 37	474,374 37	474,374 37	474,374 37	474,374 37
Newburgh and New York.....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Newtown and Poughkeepsie.....	29,904 17	29,904 17	29,904 17	29,904 17	29,904 17
New York and Albany.....	4,000,000 00	4,000,000 00	4,216,535 75	4,202,594 93	4,096,938 68
New York, Bay Ridge and Jamaica.....	38,485,906 62	40,904,534 62	40,401,274 21	40,335,445 55	40,433,283 89
New York and Canada.....	108,321 58	771,000 00	1,053,216 44	1,310,000 00	500,000 00
New York Central and Hudson River.....	10,762,103 66	11,317,329 00	11,317,329 00	11,317,329 00	11,317,329 00
New York City and Northern.....	474,374 37	474,374 37	474,374 37	474,374 37	474,374 37
New York Elevated.....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
New York and Harlem.....	4,000,000 00	4,000,000 00	4,216,535 75	4,202,594 93	4,096,938 68
New York, Housatonic and Northern.....	38,485,906 62	40,904,534 62	40,401,274 21	40,335,445 55	40,433,283 89
New York, Lake Erie and Western.....	108,321 58	771,000 00	1,053,216 44	1,310,000 00	500,000 00
New York and Sea Beach.....	10,762,103 66	11,317,329 00	11,317,329 00	11,317,329 00	11,317,329 00
New York and Manhattan Beach.....	474,374 37	474,374 37	474,374 37	474,374 37	474,374 37
New York, New Haven and Hartford.....	1,421,555 48	384,755 35	235,259 35	235,259 35	235,259 35
New York and Oswego Midland.....	22,348,120 87	22,485,400 75	22,572,001 98	22,557,053 93	22,586,513 10
New York and Rockaway.....	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
New York, Westchester and Boston.....	232,762 30	232,762 30	232,762 30	232,762 30	232,762 30
New York, West Shore and Chicago.....	5,331,360 62	5,331,360 62	5,331,360 62	5,331,360 62	5,050,000 00

RAILROAD REPORT.

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COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL COST OF ROAD AND EQUIPMENT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$2,728,692 55	\$2,728,692 55	\$2,728,692 55	\$2,728,692 55	\$2,728,692 55
Addison, Oseola and Cowanesque Valley.....	10,635,221 53	10,440,627 13	9,716,843 41	9,697,775 94	9,714,811 51
Albany and Susquehanna.....	81,245,071 46	81,352,283 43	690,000 00	690,000 00	690,000 00
Atlantic and Vermont.....	65,243 72	245,000 00	245,000 00	81,025,116 51	81,238,890 09
Avon, Genesee and Mount Morris.....	387,473 43	65,243 72	133,465 93	131,905 86	132,131 86
Bath and Hammondsport.....	144,422 68	683,687 63	392,962 69	677,010 16	679,222 62
Black River and Morristown.....	27,738,686 15	144,422 68	144,422 58	144,422 58	144,422 68
Black River and St. Lawrence.....	1,198 00	28,592,957 30	28,821,762 28	27,514,116 50	27,514,116 50
Boston and Albany.....	1,198 00	1,108 00	1,908 00	1,408 00	1,408 00
Boston, Hoosac Tunnel and Albany.....	561,513 83	266,165 52	290,341 23	1,900 00	491,103 47
Brooklyn, Bath and Coney Island.....	.....	.....	.....	298,719 38	303,275 30
Brooklyn and Coney Island Central.....	.....	.....	.....	1,150 00	1,150 00
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	5,000 00	1,251,669 27
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	211,510 15
Buffalo City.....	283,635 92	283,223 47	280,649 26	296,393 35	296,000 00
Buffalo Creek.....	3,330,000 00	2,350,000 00	13,503 19	13,503 19	250,711 30
Buffalo and Erie Basin.....	5,080,747 73	6,008,075 85	3,330,000 00	3,330,000 00	13,503 19
Buffalo, New York and Erie.....	.....	.....	.....	6,403,229 17	3,330,000 00
Buffalo, New York and Philadelphia.....	.....	.....	.....	.....	6,579,824 20
Buffalo and Southwestern.....	.....	.....	.....	.....	1,189,348 94
Canandaigua, Palmyra and Ontario.....	4,239 99	4,241 99	4,241 99	6,633 49	6,658 94
Canandaigua, Watertown and Sackett's Harbor.....	770,853 95	783,043 25	783,043 25	783,753 26	783,853 95
Cayuga Southern.....	.....	1,187,562 71	1,187,562 71	425,000 00	425,000 00
Cayuga and Susquehanna.....	745,894 41	717,861 60	614,000 00	744,087 16	714,087 16
Cazenovia, Canastota and De Ruyter.....	.....	12,010 81	14,567 43	14,567 43	11,567 43
Chautauqua Lake.....	.....	280,000 00	330,000 00	250,000 00	330,000 00
Chemung.....	690,000 00	690,000 00	690,000 00	690,000 00	690,000 00
Cherry Valley, Sharon and Albany.....	290,125 35	321,723 20	321,723 10	321,723 10	321,723 10
Clayton and Theresa.....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Clove Branch.....	.....	.....	.....	.....	164,300 00
Coney Island Beach.....	453,283 49	453,348 30	491,333 13	492,073 13	493,128 13
Cooperstown and Susquehanna Valley.....	1,902,000 00	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00
Corning, Cowanesque and Abrim.....	1,012,792 57	1,174,601 99	1,174,601 99	1,174,601 99	1,174,601 99
Delaware and Hudson Canal Co.; Lackawanna and Susquehanna R. R.....	146,566 94	146,566 94	146,566 94	146,566 94	146,566 94
Della and Middletown.....	4,782,813 73	4,782,813 73	4,737,422 93	4,804,255 67	4,811,422 60
Dunkirk, Allegheny Valley and Pittsburgh.....	.....	500,000 00	500,000 00	500,000 00	500,000 00
Elmira, Jefferson and Canandaigua.....	194,194 86
Elmira and State Line.....	130,170 10	190,122 45

RAILROAD REPORT.

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COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL COST OF ROAD AND EQUIPMENT.				
	1874.	1875.	1876.	1877.	1878.
New York, New Haven and Hartford.....	\$15,492,194 87	\$15,693,048 80	\$15,693,048 80	\$15,693,048 80	\$15,733,002 99
New York and Oswego Midland.....	28,043,892 46	28,172,649 01	28,238,408 93	28,284,394 04	28,333,704 18
New York Quick Transit.....	.....	.....	.....	.....	490 00
New York and Rockaway.....	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
New York and Sea Beach.....	.....	.....	.....	.....	160,137 00
New York, Westchester and Boston.....	290,064 40	290,064 40	290,064 40	290,064 40	290,064 40
New York, West Shore and Chicago.....	1,140,323 75	1,140,323 75	1,140,323 75	1,140,323 75	1,140,323 75
Niagara Bridge and Catandaugus.....	.....	.....	.....	.....	1,000,000 00
Northern of New Jersey.....	527,451 82	527,451 82	527,451 82	527,451 82	527,451 82
North and Northern.....	228,743 24	228,743 24	228,743 24	228,743 24	228,743 24
Ogdensburgh and Lake Champlain.....	228,657 24	228,657 24	228,657 24	228,657 24	228,657 24
Ogdensburgh and Morrisstown.....	5,796,920 87	5,796,920 87	5,796,920 87	5,796,920 87	5,796,920 87
Olean, Bradford and Warren.....	.....	.....	.....	.....	111,574 23
Ontario Southern.....	.....	.....	.....	.....	141,466 54
Oswego and Rome.....	960,952 76	960,952 76	960,952 76	960,952 76	960,952 76
Oswego and Syracuse.....	1,574,734 50	1,574,734 50	1,574,734 50	1,574,734 50	1,574,734 50
Port Jervis and Monticello.....	.....	.....	.....	.....	1,757,390 43
Poughkeepsie, Hartford and Boston.....	1,088,353 03	1,088,353 03	1,088,353 03	1,088,353 03	1,088,353 03
Rensselaer and Saratoga.....	1,430,724 64	1,430,724 64	1,430,724 64	1,430,724 64	1,430,724 64
Rhinebeck and Connecticut.....	8,799,755 96	8,799,755 96	8,799,755 96	8,799,755 96	8,799,755 96
Rochester and Genesee Valley.....	610,535 98	610,535 98	610,535 98	610,535 98	610,535 98
Rochester, Nunda and Pittsburgh.....	671,303 13	671,303 13	671,303 13	671,303 13	671,303 13
Rochester and State Line.....	.....	.....	.....	.....	1,438,524 99
Rome and Clinton.....	1,248,895 87	1,248,895 87	1,248,895 87	1,248,895 87	1,248,895 87
Rome, Watertown and Ogdensburgh.....	360,000 00	360,000 00	360,000 00	360,000 00	360,000 00
Rye Lake.....	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Saratoga and Schenectady.....	.....	.....	.....	.....	2,310,377 82
Schenectady and Duaneburgh.....	.....	.....	.....	.....	360,000 00
Schoharie Valley.....	.....	.....	.....	.....	9,350,915 21
Silver Lake.....	600,000 00	600,000 00	600,000 00	600,000 00	6,967 49
Saratoga.....	125,611 45	125,611 45	125,611 45	125,611 45	481,684 15
Skaneateles.....	166,911 88	166,911 88	166,911 88	166,911 88	450,000 00
Smithtown and Port Jefferson.....	555,456 06	555,456 06	555,456 06	555,456 06	103,113 30
Southfield Branch.....	17,784 17	17,784 17	17,784 17	17,784 17	137,276 65
Southern Central.....	4,233,183 76	4,233,183 76	4,233,183 76	4,233,183 76	181,008 65
Southern Hempstead Branch.....	.....	.....	.....	.....	566,621 06
Southern of Long Island.....	.....	.....	.....	.....	17,784 17
Southern Branch.....	.....	.....	.....	.....	4,237,010 87
Spartan Duval and Port Morris.....	990,540 71	990,540 71	990,540 71	990,540 71	219,590 00
Staten Island.....	400,000 00	400,000 00	400,000 00	400,000 00	2,979,393 03
Sterling Mountain.....	500,190 36	500,190 36	500,190 36	500,190 36	17,784 17
Suspension Bridge and Erie Junction.....	.....	.....	.....	.....	988,000 00
.....	.....	.....	.....	.....	480,000 00
.....	.....	.....	.....	.....	500,357 02
.....	.....	.....	.....	.....	1,846,500 17

Syracuse, Binghamton and New York.....	4,029,099 43	4,029,099 43	1,024,450 24	4,053,020 45
Syracuse, Chenango and Cortland.....	787,867 67	787,867 67	1,024,450 24	2,191,610 04
Syracuse, Hamilton and Oswego.....	230,103 07	230,103 07	2,191,610 04	2,191,610 04
Syracuse, Utica and Binghamton.....	2,417,048 36	2,417,048 36	2,191,610 04	2,191,610 04
Troy and Boston.....	783,984 80	783,984 80	2,191,610 04	2,191,610 04
Troy and Greenbush.....	701,600 96	701,600 96	2,191,610 04	2,191,610 04
Troy Union.....	2,720,023 42	2,720,023 42	2,191,610 04	2,191,610 04
Utica and Delaware.....	230,124 23	230,124 23	2,191,610 04	2,191,610 04
Utica and Black River.....	4,047,433 46	4,047,433 46	2,191,610 04	2,191,610 04
Utica, Chenango and Cortland.....	1,440,123 85	1,440,123 85	2,191,610 04	2,191,610 04
Utica, Chenango and Susquehanna Valley.....	818,796 54	818,796 54	2,191,610 04	2,191,610 04
Utica, Clinton and Binghamton.....	1,300,231 61	1,300,231 61	2,191,610 04	2,191,610 04
Utica, Ithaca and Elmira.....	180,181 67	180,181 67	2,191,610 04	2,191,610 04
Wallkill Valley.....	696,357 27	696,357 27	2,191,610 04	2,191,610 04
Warwick Valley.....	139,129 86	139,129 86	2,191,610 04	2,191,610 04
West Shore Hudson River and Hudson River West Shore.....	696,357 27	696,357 27	2,191,610 04	2,191,610 04
West Troy and Green Island.....	139,129 86	139,129 86	2,191,610 04	2,191,610 04

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL NUMBER OF PASSENGERS CARRIED IN CARS.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	27,870	31,045	28,006	21,426	21,720
Albany and Saratoga.....	1,643,118	1,683,719	846,568	804,901	804,635
Atlantic and Great Western.....	1,035,336	962,302	918,668	883,190	907,302
Bath and Hammondsport.....	.....	7,403	20,664	12,868	13,087
Boston and Albany.....	5,389,382	5,904,477	5,578,305	5,233,251	5,200,641
Brooklyn, Bath and Coney Island.....	.....	3,960,463	3,924,330	4,082,618	4,671,066
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	602,092
Buffalo, Corry and Pittsburgh.....	74,133	75,963	70,619	73,248	.....
Buffalo and Jamestown.....	61,065	133,258	115,452	115,452	28,586
Buffalo, New York and Philadelphia.....	234,056	289,464	907,377	136,026	189,122
Buffalo and Southwestern.....	.....	.....	.....	.....	101,024
Cayuga Southern.....	.....	.....	.....	.....	43,345
Cayuga and Susquehanna.....	34,631	21,406	33,153	96,337	25,016
Canastota and De Royer.....	24,064	21,586	21,096	14,948	15,539
Chemung.....	.....	157,430	175,400	161,278	113,725
Clove Branch.....	4,963	3,753	1,505	2,473	2,324
Cooperstown and Susquehanna Valley.....	34,937	34,860	33,153	34,346	30,588
Corning, Cowanesque and Antrim.....	97,293	81,893	75,563	69,318	69,649
Denkirk, Allegheny Valley and Pittsburgh.....	134,721	136,066	126,510	115,278	118,100
Elmira, Jefferson and Canandaigua.....	253,355	108,569	118,008	124,789	96,081
Elmira State Line.....	.....	.....	.....	.....	68,275
Elmira and Williamsport.....	13,620	61,036	66,621	67,890	80,046
Erie.....	4,223,130	5,062,855	5,042,831	4,887,238	.....
Fishing, North Shore and Central.....	1,144,201	1,312,614	750,582	160,196	2,060,243
Fonda, Johnstown and Gloversville.....	117,340	157,110	182,070	.....	147,525
Geneva, Ithaca and Sayre.....	.....	.....	.....	84,103	86,811
Goshen and Deckertown.....	.....	.....	.....	.....	.....
Greene.....	39,293	37,466	43,626	39,561	37,361
Greenwich and Johnsonville.....	16,228	21,437	20,284	17,863	14,794
Harlem Extension.....	123,237	138,128	131,415	65,429	28,076
Lake Champlain and Moriah.....	1,216	939	540	181	442
Lake Shore and Michigan Southern.....	2,962,354	3,066,346	3,104,353	2,784,801	2,741,042
Long Island.....	.....	1,460,637	2,210,187	3,068,431	4,157,715
Marine.....	.....	.....	.....	.....	59,374
Metropolitan Elevated.....	.....	.....	.....	.....	4,320,548
Middleburgh and Schoharie.....	12,000	12,500	10,000	10,300	9,118
Middletown and Crawford.....	.....	12,067	24,216	30,873	18,459
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	56,992	66,789
New Jersey and New York.....	.....	410,988	415,087	379,073	411,947
New York, Bay Ridge and Jamaica.....	131,238
New York and Canada.....	50,494	86,893	113,794	109,895	101,844

RAILROAD REPORT.

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New York Central and Hudson River.....	9,578,308	9,488,099	9,281,400	8,919,488	8,077,085
New York, Elevated.....	786,073	920,571	2,012,953	2,617,899	4,016,015
New York, Lake Erie and Western.....					1,616,015
New York and Manhattan Beach.....					1,036,871
New York, New Haven and Hartford.....	8,094,010	4,034,230	8,912,006	8,264,570	8,525,468
New York and Oswego Midland.....	291,570	250,039	334,870	240,138	271,497
Ogdensburgh and Lake Champlain.....	142,573	133,083	134,459	118,640	91,718
Olean, Bradford and Warren.....					91,718
Ontario Southern.....					29,083
Oswego and Syracuse.....	184,088	174,131	179,864	25,640	136,573
Port Jervis and Monticello.....		18,598	28,740	24,670	23,403
Poughkeepsie, Hartford and Boston.....		27,000	65,436	63,190	51,040
Rensselaer and Saratoga.....					
Rhinbeck and Connecticut.....			1,273,854	1,120,244	1,132,563
Rochester and State Line.....		6,225	14,480	14,176	13,397
Rome and Clinton.....	2,650		37,035		90,177
Rome, Watertown and Ogdensburgh.....			20,838	22,585	30,475
Schoharie Valley.....	390,409	564,200	232,856	674,370	576,974
Silver Lake.....		34,168			
Skaneateles.....		33,288	33,877	35,406	18,490
Southern Central.....	297,021	190,629	188,351	167,231	24,044
Southern of Long Island.....		246,346	246,140		149,484
Staten Island.....		320,343	357,059		
Sterling Mountain.....	351,019	2,490		308,290	539,678
Syracuse, Binghamton and New York.....	3,490			750	988
Syracuse, Chenango and New York.....					137,943
Syracuse, Geneva and Cornleg.....	185,556	197,578	212,835	189,351	96,425
Troy and Boston.....				41,961	43,001
Utica and Delaware.....	250,717	245,853	265,143	301,073	294,878
Utica and Black River.....		82,823	84,313	70,438	82,953
Utica, Chenango and Susquehanna Valley.....	230,027	245,847	245,715	231,588	916,545
Utica, Clinton and Binghamton.....	283,327	271,011	281,897	244,643	241,236
Utica, Ithaca and Elmira.....			81,216	80,174	78,498
Valley.....	55,546	108,432	173,178	89,338	108,395
Wallkill Valley.....	66,843	67,215	71,108	67,841	64,947
Warwick Valley.....	90,590	72,633	41,900	24,652	63,633
Warwick Valley.....	42,943	36,791	57,615	27,367	26,575

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL NUMBER OF TONS OF FREIGHT CARRIED IN CARS.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	28,218	24,623	20,095	19,880	16,150
Albany and Susquehanna.....	1,306,651	1,316,438	944,783	779,683	408,011
Atlantic and Great Western.....	2,709,734	2,429,421	2,507,195	2,761,493	2,647,146
Bath and Hammondport.....	.....	2,098,000	2,910	3,845	4,078
Boston and Albany.....	2,668,403	2,439,472	2,451,274	2,601,057	2,643,655
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	1,510
Buffalo Creek.....	106,824	184,110	176,993	101,802	.....
Buffalo, Corry and Pittsburgh.....	.....	282,965	272,265	373,513	438,616
Buffalo and Jamestown.....	17,604	28,979	41,427	68,652	138,227
Buffalo and Southwestern.....	.....	.....	.....	.....	731,365
Buffalo, New York and Philadelphia.....	251,697	313,468	375,090	503,317	155,486
Cayuga Southern.....	.....	.....	.....	.....	47,386
Cayuga and Susquehanna.....	104,775	122,744	72,225	63,397	7,075
Cazenovia, Canastota and De Ruyter.....	8,517	4,344	3,040	4,139	.....
Chemung.....	.....	825,419	922,795	951,250	780,580
Clove Branch.....	49,662	46,805	81,854	38,134	58,117
Cooperstown and Susquehanna Valley.....	10,533	11,773	9,806	12,013	11,365
Corning, Cowanesque and Antrim.....	827,800	647,235	621,692	455,645	438,683
Dunkirk, Allegheny Valley and Pittsburgh.....	269,704	303,102	350,092	419,014	330,673
Elmira, Jefferson and Canandaigua.....	1,786,611	665,901	731,633	734,868	563,469
Elmira State Line.....	.....	.....	.....	534,183	502,158
Elmira and Williamsport.....	56,158	56,955	61,856	96,099	766,670
Erle.....	6,324,276	6,239,913	5,973,813	6,182,451	.....
Fonda, Johnstown and Gloversville.....	37,513	35,706	41,897	40,141	39,560
Geneva, Ithaca and Sayre.....	84,496	129,462	196,869	402,992	501,862
Greene.....	165,014	208,369	180,657	173,717	166,406
Greenwich and Johnsonville.....	12,386	10,112	11,707	11,338	10,677
Harlem Extension.....	86,940	99,391	58,938	83,330	41,910
Lake Champlain and Moriah.....	196,400	238,857	177,939	171,806	246,257
Lake Shore and Michigan Southern.....	6,154,264	4,944,807	5,486,108	5,642,284	6,917,461
Long Island.....	.....	.....	187,751	272,036	224,560
Madison and Schoharie.....	5,000	5,000	5,167	4,957	4,889
Middletown and Crawford.....	.....	2,573	7,168	7,675	6,853
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	71,430	110,506
New Jersey and New York.....	.....	40,253	43,284	49,474	50,186
New York, Bay Ridge and Jamaica.....	.....	.....	.....	6,408	.....
New York and Canada.....	83,272	60,697	181,786	181,063	223,716
New York Central and Hudson River.....	6,114,678	6,001,954	6,803,680	6,351,266	7,615,413
New York, Lake Erie and Western.....	.....	.....	.....	.....	6,150,468
New York and Manhattan Beach.....	16,740
New York, New Haven and Hartford.....	815,379	837,833	139,381	12,605	273,299

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New York and Oswego Midland.....	455,378	305,049	298,103	359,607	313,843
Ogdensburg and Lake Champlain.....	341,604	339,373	295,113
Olean, Bradford and Warren.....	.....	.....	.....	.....	14,028
Ontario Southern.....	.....	.....	.....	.....	37,679
Oswego and Syracuse.....	410,040	302,000	324,716	335,300	293,409
Port Jervis and Monticello.....	.....	20,053	10,033	17,501	14,584
Poughkeepsie, Hartford and Boston.....	.....	11,110	21,481	30,480	18,047
Rensselaer and Saratoga.....	.....	.....	617,117	554,236	580,413
Rensselaer and Connecticut.....	.....	.....	90,355	69,437	188,173
Roseton and State Line.....	709	31,320	6,377	.....	134,773
Rome and Clinton.....	483,981	.....	27,450	18,714	37,773
Schoharie Valley.....	.....	370,633	301,376	306,848	370,905
Silver Lake.....	.....	.....	11,416	10,067	10,300
Shenandoah.....	17,080	16,440	.....	5,810	8,121
Southern Branch.....	5,723	24,609	13,567	14,025	10,162
Southern Central.....	280,758	358,798	14,701	27,013	21,971
Sterling Mountain.....	62,071	38,803	588,406	414,392	440,071
Syracuse, Binghamton and New York.....	513,420	624,086	24,703	46,917	44,770
Syracuse, Binghamton and New York.....	.....	.....	515,673	495,228	740,857
Syracuse, Geneva and Corning.....	.....	.....	.....	15,711	44,152
Syracuse, Geneva and Corning.....	.....	.....	.....	.....	295,129
Troy and Boston.....	206,826	221,343	8,374	425,031	505,904
Utica and Delaware.....	.....	40,490	49,071	41,376	85,407
Utica and Black River.....	116,750	105,074	104,088	100,777	103,560
Utica, Chenango and Schoharie Valley.....	182,726	221,213	195,277	191,503	182,238
Utica, Clinton and Binghamton.....	.....	.....	87,543	70,430	76,226
Utica, Ithaca and Elmira.....	19,191	32,842	47,310	68,324	68,120
Valley.....	749,151	819,380	727,853	656,081	581,772
Wallkill Valley.....	25,091	23,090	13,554	6,366	54,638
Warwick Valley.....	23,692	22,671	24,051	21,809	20,911

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL NUMBER OF TONS OF FREIGHT CARRIED IN CARS.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	28,218	24,623	30,095	19,880	16,150
Albany and Susquehanna.....	1,206,651	1,316,438	944,783	779,683	468,011
Atlantic and Great Western.....	2,709,734	2,439,421	2,507,195	2,761,493	2,647,146
Bath and Hammond.....	.....	238,000	2,910	8,945	4,078
Boston and Albany.....	2,668,403	2,439,472	2,451,274	2,601,657	2,642,555
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	1,510
Buffalo, Corry and Pittsburgh.....	106,924	184,110	175,963	101,902	488,616
Buffalo Creek.....	.....	.....	272,295	373,513	31,519
Buffalo and Jamestown.....	17,604	28,979	41,427	68,652	138,227
Buffalo and Southwestern.....	.....	.....	.....	.....	155,486
Buffalo, New York and Philadelphia.....	251,697	313,468	575,090	505,317	731,365
Cayuga Southern.....	104,775	122,744	72,225	63,397	47,386
Cazenovia and Susquehanna.....	8,517	4,344	8,040	4,139	7,075
Cazenovia, Canastota and De Ruyter.....	.....	825,419	923,785	951,250	780,580
Chemung.....	.....	46,805	81,854	38,134	68,117
Coopers-town and Susquehanna Valley.....	49,662	11,773	8,806	12,013	11,365
Corning, Cowanesque and Antrim.....	10,533	647,335	621,692	456,645	438,683
Dunkirk, Allegheny Valley and Pittsburgh.....	827,900	304,102	350,092	419,014	330,673
Elmira, Jefferson and Canandaigua.....	299,794	666,901	731,633	734,868	563,469
Elmira State Line.....	1,786,611	.....	.....	534,183	502,158
Elmira and Williamsport.....	56,158	56,955	61,866	96,089	766,670
Erie.....	6,324,276	6,239,913	5,973,818	6,182,451	.....
Fonda, Johnstown and Gloversville.....	37,518	35,706	41,887	40,141	39,560
Geneva, Ithaca and Sayre.....	84,486	129,482	186,869	402,922	501,582
Greene.....	165,014	204,369	180,657	173,717	166,406
Greenwich and Johnsonville.....	12,366	10,112	11,707	11,338	10,677
Harlem Extension.....	86,940	99,391	58,938	83,320	41,910
Lake Champlain and Moriah.....	196,400	288,887	177,839	171,896	246,257
Lake Shore and Michigan Southern.....	5,154,264	4,944,807	5,489,108	5,642,244	5,917,481
Long Island.....	.....	.....	187,751	272,036	284,560
Middleburgh and Schoharie.....	5,000	5,000	5,197	4,857	4,889
Middleburgh and Crawford.....	.....	2,573	7,185	7,975	6,853
Newburgh, Dutchess and Connecticut.....	.....	40,233	.....	71,430	110,506
New Jersey and New York.....	.....	.....	43,284	49,474	50,186
New York Bay Ridge and Jamaica.....	.....	.....	.....	6,493	.....
New York and Canada.....	83,273	60,697	181,785	181,063	233,716
New York Central and Hudson River.....	6,114,678	6,001,854	6,803,680	6,351,356	7,835,413
New York, Lake Erie and Western.....	.....	.....	.....	.....	6,150,468
New York and Manhattan Beach.....	.....	.....	.....	.....	16,740
New York, New Haven and Hartford.....	819,379	837,693	139,361	12,603	272,309

RAILROAD REPORT.

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New York and Oswego Midland.....	425,372	295,042	258,103	292,607	212,841
Ogdensburgh and Lake Champlain.....	161,004	236,372	341,501	203,843
Glady, Bradford and Warren.....	.....	.....	.....	.....	14,023
Ontario Southern.....	.....	.....	.....	.....	37,076
Oswego and Syracuse.....	310,046	.....	92,940	65,000	202,409
Port Jervis and Monticello.....	.....	262,296	324,716	266,050	14,594
Poughkeepsie, Hartford and Boston.....	.....	27,325	39,032	17,001	18,647
Rensselaire and Saratoga.....	.....	11,110	31,461	20,480	580,413
Rhineland and Connecticut.....	.....	.....	617,117	534,286	586,103
Rochester and State Line.....	709	34,626	10,323	69,337	184,776
Route and Clinton.....	.....	.....	27,459	18,714	37,773
Seneca, Watertown and Ogdensburgh.....	483,981	376,633	361,376	395,848	376,903
Schoharie Valley.....	.....	.....	11,416	10,097	10,990
Silver Lake.....	.....	.....	.....	.....	6,121
Skanawake.....	17,085	16,440	13,567	14,625	16,192
Southern Branch.....	5,723	24,039	14,701	27,013	21,971
Southern Central.....	280,758	358,798	568,406	414,392	440,071
Sterling Mountain.....	62,071	38,303	24,703	46,817	44,770
Syracuse, Binghamton and New York.....	543,420	624,086	515,673	495,228	749,857
Syracuse, Chenango and Corning.....	.....	.....	.....	15,711	44,162
Syracuse, Geneva and Corning.....	.....	.....	.....	.....	293,428
Troy and Boston.....	206,836	224,343	373,742	425,631	535,904
Utica and Delaware.....	.....	49,420	49,071	41,376	85,467
Utica and Black River.....	116,750	105,074	104,688	100,777	103,560
Utica, Chenango and Susquehanna Valley.....	182,793	221,213	185,277	191,503	182,238
Utica, Clinton and Binghamton.....	.....	.....	87,543	70,430	70,228
Utica, Rhine and Elmira.....	19,191	32,812	47,210	68,324	68,120
Valley.....	749,151	849,880	727,853	606,061	591,772
Watkins Valley.....	28,691	33,690	13,564	6,395	54,638
Warwick Valley.....	21,692	22,671	24,951	21,869	20,911

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	MILEAGE OF PASSENGERS, OR NUMBER OF PASSENGERS CARRIED ONE MILE.				
	1874.	1875.	1876.	1877.	1878.
Adirondack	733,983	809,908	835,670	614,808	603,574
Albany and Susquehanna	83,627,847	33,171,334	9,377,741	8,319,683	8,784,815
Albany and Great Western	36,486,686	.....	36,536,491	33,623,761	36,564,145
Balti and Hamptonport .....	.....	69,020	190,883	136,903	134,790
Boston and Albany	132,063,286	119,726,916	110,644,410	108,278,136	101,321,955
Brooklyn, Bath and Coney Island .....	.....	.....	.....	.....	1,167,740
Brooklyn, Flatbush and Coney Island .....	.....	3,371,960	1,734,612	1,722,719	4,190,274
Buffalo and Painesville	1,034,742	1,752,408	3,745,886	8,721,503	883,038
Buffalo and New York and Philadelphia	5,685,577	5,069,553	4,066,926	2,764,861	3,770,017
Buffalo and Southern .....	.....	.....	.....	.....	614,907
Cayuga and Southern	736,766	662,888	661,673	522,734	469,767
Cayuga and Susquehanna	253,261	226,329	214,669	184,804	149,472
Chenango .....	.....	2,318,988	2,439,124	2,660,267	1,747,795
Clove Branch	14,979	12,452	4,718	7,742	6,812
Coopersdown and Susquehanna Valley	407,662	355,890	334,047	416,233	371,918
Cortland, Corrausque and Abirin	1,692,488	1,414,033	1,208,394	929,802	994,768
Dunkirk, Allegheny Valley and Pittsburg	2,833,253	2,581,419	2,581,014	2,305,560	2,603,828
Elmira, Jefferson and Canandaigua	4,586,250	2,473,710	3,090,303	3,689,686	2,279,286
Elmira State Line .....	.....	.....	.....	602,374	646,150
Elmira and Williamsport	521,726	510,234	694,884	866,030	513,418
Essex	160,204,126	155,396,904	163,074,735	170,886,990	.....
Fishing, North Shore and Central	1,144,201	987,080	1,342,890	1,123,794	1,106,457
Fonda, Johnstown and Gloversville	880,005	.....	.....	1,836,497	1,764,415
Geneva, Ithaca and Sayre .....	.....	300,346	303,474	277,931	281,496
Greene	279,706	257,244	245,408	212,186	207,116
Greenwich and Johnsonville	201,689	2,099,551	2,567,305	1,938,269	557,630
Hartem Extension	1,672,280	6,953	3,915	1,368	3,368
Lake Champlain and Moriah	8,831	.....	.....	.....	.....
Lake Shore and Michigan Southern	183,595,403	164,373,381	167,635,062	167,946,866	183,973,120
Long Island .....	.....	.....	.....	.....	54,050,295
Marine .....	.....	.....	.....	.....	94,888
Metropolitan Elevated .....	.....	.....	.....	.....	4,890,348
Middleburgh and Schoharie	89,000	71,875	57,500	55,000	45,690
Middletown and Crawford .....	.....	74,392	156,512	142,607	136,209
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	565,911	712,299
New Jersey and New York .....	.....	6,177,073	6,238,843	6,697,461	5,767,268
New York, Bay Bridge and Jamaica .....	.....	.....	.....	867,869	.....
New York and Canada	786,713	633,220	4,203,986	4,484,443	4,186,106
New York Central and Hudson River	350,781,541	338,924,360	353,136,145	316,847,325	300,302,140

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TONNAGE OF FREIGHT, OR NUMBER OF TONS CARRIED ONE MILE.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	981,602	645,559	459,470	598,523	458,645
Albany and Susquehanna.....	84,689,679	100,823,292	52,168,375	41,983,499	47,370,069
Athletic and Great Western.....	319,225,400	282,715,011	283,322,975	829,132,236	327,792,474
Bath and Hammondsport.....	2,680	2,680	27,467	38,430	40,000
Boston and Albany.....	290,672,369	282,309,789	301,651,988	313,822,671	329,706,573
Brooklyn, Flatbush and Coney Island.....	.....	.....	7,061,873	4,076,093	8,845
Buffalo, Corry and Pittsburgh.....	460,431	901,285	1,679,087	3,504,733	1,475,710
Buffalo and Jamestown.....	21,236,431	28,415,083	31,109,039	44,081,037	60,122,768
Buffalo, New York and Philadelphia.....	.....	.....	.....	.....	9,554,156
Buffalo and Southwestern.....	.....	.....	.....	.....	4,980,338
Cayuga Southern.....	3,224,653	3,969,694	2,012,463	1,981,406	1,418,964
Cayuga and Susquehanna.....	95,245	.....	43,424	57,946	95,060
Cazenovia, Canastota and De Ruyter.....	.....	15,834,062	17,697,785	18,438,414	14,616,965
Chemung.....	387,295	187,220	188,581	152,538	246,997
Clove Branch.....	152,793	166,703	136,918	168,189	159,110
Coopersstown and Susquehanna Valley.....	17,562,691	11,474,266	12,903,630	11,749,880	11,479,710
Corning, Covanesque and Antrim.....	16,326,584	18,800,364	21,887,613	26,231,561	20,125,653
Dunkirk, Allegheny Valley and Pittsburgh.....	39,180,183	19,300,869	25,796,902	30,030,788	23,243,907
Elmira, Jefferson and Canandaigua.....	.....	.....	.....	17,840,641	16,918,754
Elmira State Line.....	5,621,725	3,836,794	4,234,343	4,505,225	5,273,231
Elmira and Williamsport.....	1,047,420,238	1,016,618,030	1,040,431,921	1,114,580,220	.....
Erie.....	835,698	319,804	412,170	426,028	430,024
Fonda, Johnstown and Gloversville.....	1,338,190	1,646,311	1,425,808	18,238,673	22,431,608
Geneva, Itasca and Sayre.....	138,488	131,456	152,191	1,380,413	1,326,696
Greene.....	3,878,624	4,072,816	4,290,873	3,575,340	1,676,400
Greenwich and Johnsonville.....	1,425,900	1,876,713	1,290,058	1,876,224	1,876,224
Harlem Extension.....	.....	934,775,689	1,064,841,419	1,113,985,311	1,283,118,977
Lake Champlain and Moriah.....	1,015,100,943	.....	.....	.....	7,393,820
Lake Shore and Michigan Southern.....	28,750	28,750	29,883	24,500	34,195
Long Island.....	.....	28,303	.....	81,743	70,233
Madisonburgh and Schoharie.....	.....	.....	73,370	1,905,038	2,919,610
Madisonburgh and Crawford.....	.....	.....	.....	980,432	880,037
Middletown, Unionville and Water Gap.....	.....	889,027	855,969	60,175	.....
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	9,582,295	11,355,833
New York and New York.....	1,604,137	1,180,341	7,185,137	1,619,948,686	2,042,753,132
New York, Bay Ridge and Jamaica.....	1,391,560,707	1,404,068,029	1,674,447,055	.....	1,924,764,438
New York and Canada.....	.....	.....	.....	.....	126,398
New York Central and Hudson River.....	.....	.....	.....	.....	90,738
New York, Lake Erie and Western.....	.....	.....	.....	.....	38,646,738
New York and Manhattan Beach.....	.....	.....	.....	.....	.....
New York, New Haven and Hartford.....	85,092,940	84,036,946	37,914,668	45,591,894

RAILROAD REPORT.

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COMPARATIVE STATEMENT FOR FIVE YEARS.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE COMPANY.

NAME OF ROAD.	1874.	1875.	1876.	1877.	1878.
Adirondack	\$27,943 70	\$42,016 61	\$24,471 51	\$24,077 02	\$27,622 45
Albany and Susquehanna	781,592 16	813,994 66	905,170 76	924,323 21	985,319 84
Albany and Great Western	1,119,194 19	947,001 23	763,049 05	886,003 00	928,310 73
Bath and Hammondsport	2,051,154 11	1,092,674 23	8,400 54	8,401 09	1,143 40
Boston and Albany	7,031 43	25,684 92	1,348,819 71	1,222,804 03	1,207,458 16
Brooklyn, Bath and Coney Island .....	.....	.....	15,515 40	15,000 25	9,021 68
Brooklyn, Glenshead and Coney Island .....	.....	.....	.....	.....	3,317 68
Brooklyn, Glenshead and Rockaway Beach .....	.....	.....	.....	.....	4,302 63
Buffalo, Coney and Pittsburgh	72,713 03	67,463 74	54,057 41	82,893 58	5,064 62
Buffalo, Coney and Buffalo	13,463 49	16,636 41	16,636 41	14,773 62	11,132 30
Buffalo and Jamestown	16,029 09	29,941 20	46,501 96	44,014 64	14,004 50
Buffalo and Southwestern .....	.....	.....	.....	.....	31,317 20
Buffalo, New York and Philadelphia	104,569 22	53,101 20	172,065 00	123,053 57	176,350 80
Cayuga Southern .....	.....	.....	.....	.....	138,488 18
Cayuga and Susquehanna	58,425 66	43,513 42	23,613 48	36,632 30	26,720 19
Chenoweth, Canastota and De Ruyter	10,063 32	10,136 56	8,138 32	7,020 59	8,314 37
Chemung .....	.....	45,354 16	65,692 59	36,798 76	41,927 53
Clove Branch	2,608 60	3,129 58	2,484 37	3,384 37	4,063 75
Coopersdown and Susquehanna Valley	10,289 16	11,321 89	8,954 01	8,300 23	7,762 09
Cortland, Cowanesque and Antirum .....	.....	.....	64,576 80	66,324 20	72,362 41
Cortland, Allegheny Valley and Pittsburgh	116,359 62	143,315 77	112,413 24	155,410 00	147,013 28
Elmira, Jefferson and Canandaigua	250,025 51	108,769 40	133,626 65	79,813 57	68,546 60
Elmira State Line .....	.....	.....	.....	64,496 85	41,352 43
Elmira and Williamport	22,161 37	16,791 25	27,211 54	14,596 87	13,223 10
Essex	3,455,682 29	3,321,379 57	2,630,486 45	2,265,329 46	.....
Fishing, North Shore and Central	57,095 24	90,874 43	39,514 15	.....	.....
Fonda, Johnstown and Gloversville	19,561 39	14,315 41	16,590 59	14,313 98	13,478 57
Geneva, Rhine and Sayre .....	.....	.....	.....	100,092 15	115,151 47
Geneva .....	.....	.....	.....	9,718 87	7,352 37
Greenwich and Johnstown	10,035 60	12,217 81	15,298 01	6,457 71	6,890 12
Hartem Extension	113,096 90	96,078 80	112,356 81	83,211 22	22,219 85
Lake Champlain and Moriah	40,728 50	26,238 78	34,028 29	18,507 13	10,415 30
Lake Shore and Michigan Southern	3,600,398 31	3,078,422 31	2,692,622 67	2,764,000 71	2,576,582 32
Long Island	177,646 79	187,192 70	233,310 31	233,474 90	211,067 45
Marine .....	.....	.....	.....	75 00	75 00
Metropolitan Elevated .....	.....	.....	.....	.....	1,056 83
Middleburgh and Scholharie	3,175 40	1,510 00	1,400 00	2,448 16	2,388 71
Middletown and Crawford .....	.....	625 83	1,743 43	1,804 20	2,633 50
Newburgh, Dutchess and Connetquot .....	.....	.....	.....	26,212 24	32,227 39
New Jersey and New York	20,830 40	17,658 49
New York, Bay Ridge and Jamaica	16,404 72
.....	825 78

RAILROAD REPORT.

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New York and Canada	23,037 84	8,776,037 84	8,776,037 84	8,776,037 84	8,776,037 84
New York, Erie and Western	65,813 07	65,813 07	65,813 07	65,813 07	65,813 07
New York, Lake Erie and Western	290,133 51	290,133 51	290,133 51	290,133 51	290,133 51
New York and Albany	193,358 00	193,358 00	193,358 00	193,358 00	193,358 00
New York and Oswego	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Ogdensburg and Lake Champlain	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Olean, Bradford and Warren	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Ontario Southern	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Oswego and Syracuse	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Port Jervis and Monticello	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Poughkeepsie, Hartford and Boston	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Poughkeepsie, Hartford and Boston	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Rensselaer and Saratoga	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Rhinebeck and State Line	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Rochester and Clinton	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Rome and Watertown	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Rome, Watertown and Ogdensburg	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Schoharie Valley	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Silver Lake	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Stauvaules	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Southfield Branch	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Southern Central	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Southern of Long Island	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Staten Island	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Sterling Mountain	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Syracuse, Binghamton and New York	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Syracuse, Chenango and New York	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Syracuse, Geneva and Corning	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Troy and Boston	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Ulster and Delaware	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Utica and Black River	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Utica, Chenango and Susquehanna Valley	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Utica, Clinton and Binghamton	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Utica, Ithaca and Elmira	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Valley	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Wallkill Valley	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97
Warwick Valley	106,010 97	106,010 97	106,010 97	106,010 97	106,010 97

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF REPAIRS OF MACHINERY.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$9,025 13	\$6,392 90	\$7,241 27	\$5,039 82	\$6,785 17
Albany and Susquehanna.....	385,071 74	491,228 23	182,537 81	119,869 63	103,143 05
Atlantic and Great Western.....	730,533 58	671,244 32	676,156 02	637,130 63	628,305 32
Bath and Hammondport.....	.....	.....	415 54	1,354 65	613 00
Boston and Albany.....	1,219,380 80	860,790 15	761,711 06	876,610 91	\$28,063 61
Brooklyn, Bath and Coney Island.....	.....	.....	.....	.....	5,898 04
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	3,338 85
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	974 25
Buffalo, Corry and Pittsburgh.....	25,349 78	25,398 64	23,596 02	19,014 46	30,068 65
Buffalo Creek.....	2,291 01	.....	3,838 31	1,388 29	2,856 92
Buffalo and Jamestown.....	2,967 46	2,628 00	10,317 01	16,172 91	6,464 26
Buffalo and Philadelphia.....	52,867 46	35,890 59	33,659 20	42,762 90	49,145 04
Buffalo, New York and Philadelphia.....	.....	.....	.....	.....	20,831 91
Buffalo and Southwestern.....	.....	.....	.....	.....	6,132 07
Cayuga Southern.....	20,183 31	19,730 22	12,763 53	11,070 61	8,128 75
Cayuga and Susquehanna.....	1,237 35	2,201 23	1,405 78	3,630 89	1,037 20
Cazenovia, Oneida and De Ruyter.....	.....	27,564 26	25,331 30	22,629 92	15,078 16
Chemung.....	302 00	.....	.....	151 81	1,007 88
Clove Branch.....	2,888 12	1,807 92	7,806 23	905 39	1,446 27
Cooperstown and Susquehanna Valley.....	.....	.....	.....	.....	82,110 57
Corning, Cayuga and Antwerp.....	31,532 81	31,163 91	36,107 10	56,219 43	32,839 10
Dunkirk, Allegany Valley and Pittsburgh.....	103,445 70	56,576 26	44,184 58	24,486 76	30,681 04
Elmira, Jefferson and Canadaga.....	.....	.....	.....	47,413 65	52,675 12
Elmira State Line.....	.....	.....	.....	51,476 53	.....
Elmira and Williamsport.....	8,372 21	8,767 80	10,022 31	6,056 60	8,817 86
Erld.....	2,799,102 30	2,416,863 53	2,664,456 87	1,961,059 37	.....
Fishing, North Shore and Central.....	50,412 30	32,709 33	20,388 29	.....	.....
Fonda, Johnstown and Gloversville.....	2,937 11	6,231 73	6,118 33	8,617 68	6,531 16
Geneva, Ulster and Sayre.....	.....	.....	.....	37,766 30	40,879 68
Greene.....	3,917 92	4,413 71	2,668 30	1,630 06	1,155 55
Greenwich and Johnsonville.....	1,698 89	656 11	937 77	502 17	81 14
Hartwick.....	31,921 74	19,815 77	24,061 22	20,293 49	9,615 39
Lake Extension.....	38,430 73	27,365 95	23,146 44	17,301 22	6,066 79
Lake Champlain and Moriah.....	1,721,532 47	1,563,453 43	1,420,822 45	1,316,778 73	1,199,765 66
Lake Shore and Michigan Southern.....	94,089 93	134,182 14	116,812 45	114,284 70	129,608 51
Long Island.....	.....	.....	.....	.....	83 00
Marysville.....	.....	.....	.....	.....	1,376 70
Meriden.....	.....	.....	.....	.....	.....
Middleton Elevated.....	.....	700 00	700 00	.....	441 00
Middleburgh and Schoharie.....	4,100 00	.....	.....	930 00	.....
Middletown and Crawford.....	.....	.....	.....	439 96	294 54
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	9,804 50	13,085 41
New York, Bay Ridge and Jamaica.....	.....	.....	.....	660 46	.....
New Jersey and New York.....	.....	.....	16,654 91	14,970 83	13,426 10

RAILROAD REPORT.

New York Central and Hudson River	8,748,470	48
New York Great Neck and Westchester	107,500	92
New York Lake Ontario and Western	240,847	18
New York New Haven and Hartford	1,26,904	27
New York New York and Manhattan	96,772	14
New York and Ogdensburg	29,719	02
New York and Lake Champlain	47,307	45
Ogdensburg and Lake Champlain	119	77
Olean, Buffalo and Warren	1,323	02
Ontario Southern	59	35
Oswego and Syracuse	131,440	19
Port Jervis and Monticello	984	93
Port Jervis and Boston	379	66
Poughkeepsie, Hartford and Boston	50	63
Rensselaer and Saratoga	34,453	38
Rhinebeck and Connecticut	15,325	43
Rhinebeck and State Line	65,040	93
Rochester and Clinton	18,000	66
Rome, Watertown and Ogdensburg	39,474	97
Schoharie Valley	25,253	39
Silver Lake	45,289	80
Skaneateles	3,743	22
Southern of Long Island	50,293	32
Southern Branch	271	78
Southern Central		
Sunken Island		
Sterling Mountain		
Syracuse, Binghamton and New York		
Syracuse, Chenango and New York		
Syracuse, Genesee and Corning		
Syracuse Northern		
Syracuse and Bostons		
Troy and Delaware		
Ulster and Delaware		
Utica and Black River		
Utica, Chenango and Susquehanna Valley		
Utica, Clinton and Binghamton		
Utica, Ithaca and Elmira		
Valley		
Watkins Valley		

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF OPERATING ROAD.				
	1874.	1875.	1876.	1877.	1878.
Adirondack	\$34,365 70	\$40,543 52	\$37,729 42	\$15,280 83	\$28,781 43
Albany and Susquehanna	1,060,685 64	1,083,070 81	490,049 20	350,470 51	290,198 94
Albany and Great Western	1,918,424 64	1,615,217 71	1,495,186 14	1,519,751 71	1,459,689 08
Bath and Hammondsport .....	.....	.....	.....	3,782 98	4,209 15
Boston and Albany	3,277,726 77	2,908,418 50	2,572,433 27	2,513,100 41	2,377,860 50
Brocklyn, Bath and Coney Island	26,289 69	26,025 21	30,378 39	28,486 87	21,907 01
Brocklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	53,096 35
Brocklyn and Rockaway Beach .....	.....	.....	.....	.....	13,596 15
Buffalo, Corry and Pittsburgh	63,207 24	58,978 93	53,252 53	56,263 11	23,013 91
Buffalo, Creek	11,372 31	33,805 98	14,532 68	15,414 77	15,115 21
Buffalo and Jamestown	25,137 89	203,805 68	80,256 55	88,204 23	27,977 74
Buffalo and Philadelphia	236,645 45	.....	216,247 62	192,967 66	188,722 65
Buffalo and Southwestern .....	.....	.....	.....	.....	119,872 89
Cayuga Southern .....	.....	.....	.....	.....	29,759 73
Cayuga and Susquehanna	45,496 68	44,867 35	38,930 86	37,486 43	32,621 53
Cazenovia, Canastota and De Ruyter	11,414 25	12,530 59	12,530 72	8,173 60	9,387 83
Chemung .....	.....	85,544 05	84,095 64	82,836 40	70,937 47
Clove Branch .....	.....	12,934 26	11,344 89	11,236 86	10,786 68
Coopersstown and Susquehanna Valley	15,216 15	12,448 87	10,185 20	9,263 42	8,169 10
Corning, Cowanesque and Antwerp .....	.....	.....	82,252 12	76,865 32	96,469 01
Dunkirk, Allegheny Valley and Pittsburgh	140,219 40	164,288 27	170,350 44	175,176 26	152,671 09
Elmira, Jefferson and Canandaigua	283,434 41	169,021 61	182,011 48	178,658 98	147,254 12
Elmira State Line .....	.....	.....	.....	106,398 67	94,693 33
Elmira and Williamsport	31,546 89	31,282 85	31,117 27	27,458 34	28,353 00
Erie	7,278,972 82	6,910,896 85	6,925,258 46	6,623,250 77	.....
Fondra, North Shore and Central	216,980 94	201,232 97	186,734 62	42,970 35	39,884 98
Fonda, Johnstown and Gloversville	44,336 67	38,591 34	50,471 37	122,650 11	127,102 88
Geneva, Ithaca and Sayre .....	.....	.....	.....	18,659 27	14,767 33
Greene	19,781 56	21,992 85	19,724 19	8,326 91	7,183 53
Greenwich and Johnsonville	9,427 82	92,862 18	7,966 22	108,574 00	27,705 88
Harlem Extension	110,815 13	.....	83,400 89	.....	.....
Ithaca and Athens .....	.....	.....	.....	24,946 69	25,652 85
Lake Champlain and Moriah	42,834 46	37,950 67	59,971 16	5,193,220 20	5,018,379 24
Lake Shore and Michigan Southern	6,443,756 77	5,846,640 43	5,514,855 45	610,078 40	650,873 06
Long Island	283,993 57	284,011 75	401,057 79	.....	650,747 07
Marine .....	.....	.....	.....	.....	120,739 01
Metropolitan Elevated .....	.....	.....	.....	.....	.....
Middleburgh and Scholharie	4,610 00	3,970 00	3,715 00	3,344 00	3,093 50
Middletown and Crawford .....	.....	6,764 94	11,363 15	12,386 13	11,591 11
Newburgh, Dutchess and Connecticut	61,007 46	83,920 09
New Jersey and New York	101,542 17	102,153 09	92,368 64

RAILROAD REPORT.

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New York, New Haven and Hartford	44,937 53	10,371 40	10,371 40	10,371 40
New York and Canada	10,707 50	0,470 50	0,470 50	0,470 50
New York Central	10,707 50	115,751 83	115,751 83	115,751 83
New York, Lake Erie and Western	351,908 79	1,320,000 15	1,320,000 15	1,320,000 15
New York and Manhattan Beach	808,410 35	1,320,000 15	1,320,000 15	1,320,000 15
New York and Manhattan Railroad	286,079 55	1,320,000 15	1,320,000 15	1,320,000 15
New York and Oswego Midland	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
New York and Lake Champlain	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Ontario and Lake Champlain	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Olean, Bradford and Warren	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Olean, Southern	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Oswego and Syracuse	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Port Jervis and Monticello	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Poughkeepsie, Hartford and Boston	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Poughkeepsie and Saratoga	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Rensselaer and Connecticut	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Rhinbeck and Connecticut	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Rochester and State Line	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Rochester and Clinton	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Rome, Watertown and Ogdensburg	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Saratoga Valley	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Schenectady	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Southern Central	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Southern of Long Island	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Southfield Branch	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Staten Island	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Sterling Mountain	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Syracuse, Binghamton and New York	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Syracuse, Chenango and New York	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Syracuse, Chenango and Corning	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Troy and Boston	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Utica and Delhi	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Utica and Black River	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Utica, Chenango and Susquehanna Valley	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Utica, Clinton and Binghamton	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Utica, Ithaca and Elmira	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Valley	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Wallkill Valley	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15
Warwick Valley	154,003 10	1,320,000 15	1,320,000 15	1,320,000 15

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF OPERATING ROAD.				
	1874.	1875.	1876.	1877.	1878.
Adirondack	\$34,365 70	\$40,543 52	\$37,729 42	\$13,286 83	\$28,781 43
Albany and Susquehanna	1,060,685 64	1,063,070 81	490,040 20	389,476 51	360,198 92
Atlantic and Great Western	1,918,424 64	1,615,217 71	1,495,186 14	1,519,751 71	1,409,689 08
Bath and Hammondport .....	.....	.....	5,040 98	3,783 98	4,200 16
Boston and Albany	3,277,786 77	2,968,418 50	2,572,433 27	2,513,160 41	2,377,860 50
Brooklyn, Bath and Coney Island	26,289 09	26,025 21	30,378 39	28,486 87	31,907 01
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	53,046 25
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	13,696 15
Brooklyn and Rockaway Beach	63,207 24	58,978 93	53,292 53	66,293 11	23,013 91
Buffalo and Jamestown	11,372 31	33,806 98	14,532 08	15,414 77	15,116 21
Buffalo and Pittsburgh	25,137 80	203,805 08	80,295 55	88,204 23	27,977 74
Buffalo and New York and Philadelphia	386,645 45	.....	216,247 02	182,967 66	188,722 65
Buffalo and Southwestern .....	.....	.....	.....	.....	119,872 89
Cayuga Southern	45,496 68	44,867 26	38,920 86	87,486 43	29,769 73
Cayuga and Susquehanna	11,414 25	12,530 99	12,530 72	8,173 60	32,621 83
Cazenovia, Canastota and De Ruyter .....	.....	85,544 05	84,099 64	82,836 40	9,887 39
Chemung .....	.....	12,324 26	11,344 80	11,286 86	10,786 68
Gloucester and Susquehanna Valley	15,216 15	12,448 87	10,186 20	9,263 43	8,160 10
Corning, Cowanesque and Autrit	12,716 88	.....	82,292 12	76,895 33	96,469 01
Dunkirk, Allegheny Valley and Pittsburgh	140,219 40	164,288 27	170,359 44	178,176 26	152,671 09
Elmira, Jefferson and Canandaigua	283,434 41	169,051 61	182,011 48	106,398 67	147,234 12
Elmira State Line .....	.....	.....	.....	.....	94,693 33
Elmira and Williamsport .....	.....	31,282 85	31,117 27	27,438 34	23,853 00
Elze	31,546 89	6,910,896 85	6,925,258 46	.....	.....
Fishing, North Shore and Central	7,278,973 82	261,232 97	186,734 62	42,970 35	39,884 98
Fonda, Johnstown and Gloversville .....	.....	38,691 34	50,471 37	122,650 11	127,102 88
Geneva, Ithaca and Sayre	44,536 07	21,992 85	7,995 23	8,326 91	14,757 33
Greeno .....	.....	92,862 18	83,400 80	106,574 00	7,183 53
Greenwich and Johnsonville .....	.....	37,920 67	59,971 16	.....	27,705 88
Harlem Extension	110,815 43	5,846,640 43	5,514,855 45	5,198,220 20	26,052 86
Ithaca and Athens	43,834 46	294,011 75	401,067 79	610,078 40	5,018,379 24
Lake Champlain and Moriah	6,443,756 77	.....	.....	.....	689,373 06
Lake Shore and Michigan Southern	283,893 57	.....	.....	.....	120,739 01
Long Island .....	.....	3,970 00	3,715 00	3,344 00	3,093 50
Marine	4,610 00	6,764 94	14,363 16	13,389 13	11,691 11
Metropolitan Elevated .....	.....	.....	.....	.....	83,929 09
Middleburgh and Scholharie .....	.....	.....	.....	.....	92,369 64
Middletown and Crawford .....	.....	.....	.....	.....	.....
Newburgh, Dutchess and Connecticut
New Jersey and New York	104,542 17	102,453 09

RAILROAD REPORT.

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New York, New Haven and Jamaica	44,970 68	18,710 04	10,317 68	10,371 69	10,317 68	10,317 68
New York Central and Hudson River	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
New York, Erie and Western	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
New York and Manhattan Beach	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
New York and New Haven	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
New York and Oswego	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Ogdensburg and Lake Champlain	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Olean, Bradford and Warren	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Ontario Southern	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Oswego and Syracuse	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Port Jervis and Monticello	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Poughkeepsie, Hartford and Boston	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Rensselaer and Saratoga	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Rhinebeck and Connecticut	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Rochester and State Line	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Rome and Clinton	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Rome, Watertown and Ogdensburg	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Schoharie Valley	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Silver Lake	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Skaneateles	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Southern Central	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Southern of Long Island	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Southfield Branch	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Staten Island	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Sterling Mountain	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Syracuse, Binghamton and New York	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Syracuse, Chenango and New York	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Syracuse, Geneva and Corning	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Troy and Boston	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Utica and Delaware	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Utica and Black River	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Utica, Chenango and Susquehanna Valley	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Utica, Clinton and Binghamton	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Utica, Ithaca and Elmira	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Valley	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Walkill Valley	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68
Warwick Valley	10,750 48	9,750 48	10,317 68	10,371 69	10,317 68	10,317 68

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EARNINGS FROM PASSENGER TRANSPORTATION.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$30,298 85	\$31,773 08	\$26,789 23	\$23,104 71	\$24,707 15
Albany and Susquehanna.....	1,037,341 06	1,011,685 92	974,096 35	963,874 41	900,427 24
Atlantic and Great Western.....	925,068 57	846,238 24	782,674 83	731,571 57	888,511 15
Bain and Hammondsport.....	3,391,673 41	3,295,441 68	2,911,985 70	4,236 25	4,433 65
Boston and Albany.....	55,626 09	45,308 53	46,181 80	55,363 51	2,537,936 81
Brooklyn, Dutch and Conary Island.....	.....	.....	.....	.....	40,716 21
Brooklyn, Flatbush and Conary Island.....	.....	.....	.....	.....	132,423 73
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	15,413 98
Buffalo, Corry and Pittsburgh.....	54,469 90	51,915 17	46,928 01	47,033 34	98,823 40
Buffalo and Jamestown.....	31,042 27	51,660 74	91,637 38	86,062 77	92,809 12
Buffalo and Southwestern.....	.....	.....	.....	.....	85,993 84
Burlington.....	140,788 03	139,795 83	125,801 93	97,31 81	131,313 17
Burlington, New York and Philadelphia.....	.....	.....	.....	.....	16,417 26
Caluga Southern.....	.....	.....	.....	.....	18,430 47
Caluga and Susquehanna.....	39,331 33	29,866 22	20,013 24	18,901 87	7,830 21
Cazenovia.....	11,312 54	11,016 33	10,453 17	7,506 15	46,867 17
Cazenovia, Catskills and De Ruyter.....	.....	70,736 38	68,679 19	56,377 83	.....
Chester.....	.....	234 80	243 43	16,337 03	15,525 02
Clare Branch.....	478 45	17,200 47	16,702 34	16,331 36	31,256 45
Coopersvill and Susquehanna Valley.....	19,720 50	.....	43,276 11	30,632 86	63,683 73
Cornburgh, Cawanesque and Antwerp.....	79,143 14	72,040 43	68,376 87	81,725 60	64,001 42
Dunkirk, Allegheny Valley and Pittsburgh.....	156,573 02	87,743 69	79,847 06	78,338 28	30,771 04
Elmira, Jefferson and Chautauque.....	.....	.....	.....	28,370 85	12,401 00
Elmira State.....	.....	.....	.....	.....	.....
Elmira and Williamsport.....	19,378 15	18,312 63	16,412 49	16,376 38	.....
Erie.....	3,705,574 06	3,401,801 31	3,427,035 45	3,220,069 88	.....
Fishing, North Shore and Central.....	254,639 01	292,639 59	142,761 21	.....	39,823 05
Fonda, Johnstown and Gloversville.....	48,024 26	37,311 38	46,214 40	43,214 60	48,102 21
Geneva, Ilwaco and Sayre.....	.....	.....	.....	51,033 38	10,389 48
Greene.....	11,560 14	12,307 60	12,068 75	11,371 76	11,553 18
Greenwich and Johnsonville.....	13,118 83	12,862 86	12,170 70	10,610 06	11,122 59
Harlem Extension.....	76,341 45	84,479 86	96,731 75	103,035 35	221 01
Lake Champlain and Moriah.....	669 06	84,479 86	269 89	90 20	3,299,710 23
Lake Shore and Michigan Southern.....	4,324,004 69	3,969,629 71	3,752,163 33	3,299,710 23	3,120,323 75
Long Island.....	600,897 94	484,458 55	716,413 33	937,345 66	1,022,796 09
Marine.....	.....	.....	.....	.....	2,968 70
Metropolitan Elevated.....	.....	.....	.....	.....	4,170 29
Middleburgh and Schoharie.....	3,450 00	3,993 75	3,000 00	3,645 80	3,372 93
Middletown and Crawford.....	.....	2,331 76	4,065 37	4,278 21	4,170 29
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	14,315 39	18,084 55
New Jersey and New York.....	.....	121,554 76	121,599 30	111,897 71	108,706 39
New York, Bay Ridge and Jamaica.....	.....	.....	.....	26,121 78	.....
New York and Canada.....	36,318 83	27,490 04	160,333 27	189,995 64	187,833 24

RAILROAD REPORT.

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New York Central and Hudson River.....	7,427,800 84	7,376,827 84	6,703,966 89	6,176,816 33	6,023,355 15
New York, Lake Erie and Western.....	100,000 00	100,000 10	201,206 16	101,097 10	87,417 24
New York, Lake Erie and North.....	606,004 56	606,773 78	5,737,614 57	52,343 56	3,371,143 97
New York and Manhattan and Hartford.....	273,015 18	111,773 78	111,708 33	2,381,004 93	2,211,171 93
New York and Dutchess.....	146,043 34	142,217 63	116,915 10	131,068 30	132,260 38
Oranburgh and Lake Champlain.....	.....	.....	.....	364,639 64	98,353 71
Glenn, Bradford and Warren.....	115,346 90	110,071 56	7,651 43	.....	21,408 70
Ontario Southern.....	.....	11,359 31	96,943 31	7,339 88	3,278 03
Oswego and Syracuse.....	.....	14,367 02	14,565 13	90,737 44	84,120 02
Port Jervis and Monticello.....	.....	.....	31,651 84	19,329 60	11,129 57
Poughkeepsie, Hartford and Boston.....	.....	.....	623,259 29	27,229 00	23,052 12
Kensselsper and Saratoga.....	.....	2,546 36	5,625 22	623,869 20	614,228 37
Rhinebeck and Connecticut.....	1,171 47	.....	11,404 94	5,911 73	4,576 12
Rochester and State Line.....	.....	.....	9,183 00	.....	48,141 97
Rome and Clinton.....	424,453 63	426,184 04	508,092 56	5,634 44	6,393 69
Rome, Watertown and Ogdensburgh.....	.....	6,000 00	5,988 18	480,102 27	443,388 00
Schoharie Valley.....	.....	.....	.....	5,226 25	4,781 21
Silver Lake.....	8,038 65	8,323 30	8,188 75	1,978 36	3,638 21
Skaneateles.....	108,491 66	102,575 85	105,690 37	6,616 25	6,414 73
Southern Central.....	.....	20,737 00	78,962 40	88,815 13	.....
Southern of Long Island.....	.....	74,314 70	72,156 95	.....	78,560 16
Staten Island.....	82,497 20	396 05	144 15	67,469 57	67,323 25
Sterling Mountain.....	137,157 29	128,976 78	189,768 79	141 35	149 60
Syracuse, Binghamton and New York.....	.....	.....	.....	146,576 44	122,226 37
Syracuse, Chenango and New York.....	.....	.....	.....	20,980 50	38,570 46
Syracuse, Geneva and Corning.....	.....	.....	.....	.....	28,183 97
Troy and Boston.....	205,616 08	183,635 10	182,182 63	187,403 40	173,496 38
Utah and Delaware.....	.....	64,125 97	58,113 95	47,249 79	57,496 96
Utica and Black River.....	189,838 60	201,879 38	208,326 02	189,109 03	183,316 33
Utica, Chenango and Susquehanna Valley.....	140,340 44	148,017 40	146,603 89	137,884 93	124,760 11
Utica, Clinton and Binghamton.....	.....	.....	30,496 01	32,781 51	31,371 51
Utica, Ithaca and Elmira.....	21,405 16	39,035 71	91,838 38	57,905 07	60,554 50
Valley.....	28,879 83	20,823 62	21,001 33	17,675 57	13,787 90
Wallkill Valley.....	80,767 55	28,430 69	14,939 95	8,749 98	26,716 02
Warwick Valley.....	9,545 74	8,641 83	8,146 38	6,267 65	5,881 35

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EARNINGS FROM FREIGHT TRANSPORTATION.				
	1874.	1875.	1876.	1877.	1878.
Albionack.....	\$60,314 14	\$49,222 12	\$40,337 99	\$39,046 28	\$37,573 45
Albany and Susquehanna.....	2,130,103 67	2,236,230 42	941,751 41	871,591 47	811,379 73
Atlantic and Great Western.....	3,783,243 73	2,913,631 40	2,729,696 73	2,911,643 50	2,889,459 37
Bath and Hammondsport.....	.....	.....	4,811 25	4,747 98	6,338 36
Boston and Albany.....	6,283,599 21	4,325,130 74	3,886,131 64	3,790,780 94	3,734,130 93
Brooklyn, Bath and Coney Island.....	.....	.....	.....	.....	815 44
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	146 99
Buffalo, Corry and Pittsburgh.....	91,330 63	103,983 70	103,497 69	64,468 47	30,261 71
Buffalo Creek.....	30,212 98	26,892 15	28,367 10	41,249 09	51,375 38
Buffalo and Jamestown.....	30,615 94	36,708 03	64,562 43	79,730 23	34,871 13
Buffalo and Southwestern.....	.....	.....	.....	.....	134,816 48
Buffalo, New York and Philadelphia.....	403,969 16	452,918 06	490,043 55	538,407 07	704,166 58
Cayuga Southern.....	.....	.....	.....	.....	97,143 40
Cayuga and Susquehanna.....	59,003 00	82,321 31	48,282 30	41,482 55	30,136 68
Cazenovia, Canastota and De Ruyter.....	10,044 02	12,459 05	7,045 26	7,563 56	7,389 03
Chemung.....	.....	161,868 19	173,543 56	150,102 23	103,091 99
Cooperstown and Susquehanna Valley.....	26,331 42	22,573 24	18,103 54	16,651 36	18,781 99
Corning, Cowanesque and Antwerp.....	15,002 43	15,484 64	14,408 03	15,497 95	15,692 12
Dunkirk, Allegany Valley and Antwerp.....	.....	.....	196,129 08	176,074 97	226,204 57
Elmira, Jefferson and Canandaigua.....	270,671 32	231,770 54	305,043 00	253,672 18	237,037 03
Elmira State Line.....	493,834 04	257,381 32	393,568 43	324,336 19	230,257 80
Elmira and Williamsport.....	53,830 00	53,105 04	54,695 88	255,230 64	242,539 39
Flushing, North Shore and Central.....	13,740,042 44	12,297,390 85	11,429,929 70	10,647,807 33	42,375 94
Fonda, Johnstown and Gloversville.....	71,892 36	103,418 80	49,380 22	.....	.....
Geneva, Ithaca and Sayre.....	43,423 50	40,140 97	52,419 44	51,596 76	47,683 27
Greene.....	37,557 71	.....	.....	177,374 56	209,109 55
Greenwich and Johnsonville.....	19,716 82	26,713 43	24,418 44	23,589 69	22,163 47
Harlem Extension.....	179,645 41	19,215 57	17,771 68	14,201 14	14,240 29
Lake Champlain and Moriah.....	117,261 75	139,142 72	164,805 38	145,918 18	43,975 41
Lake Shore and Michigan Southern.....	12,410,026 64	9,884,907 44	9,703,754 16	93,534 56	130,533 89
Long Island.....	333,675 96	294,366 09	335,670 94	9,117,832 27	8,989,025 08
Middleburgh and Schenectady.....	5,000 00	3,093 09	442,328 87	3,731 09	427,268 27
Middletown and Crossford.....	.....	6,642 11	15,372 42	17,140 04	3,483 25
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	17,880 96	18,810 84
New Jersey and New York.....	.....	43,493 96	50,934 91	50,934 91	96,910 63
New York Bay Bridge and Jamaica.....	.....	.....	45,356 61	4,240 40	47,468 23
New York and Canada.....	38,413 11	61,109 46	138,129 64	199,246 48	213,225 78
New York Central and Hudson River.....	20,346,732 23	17,689,701 00	17,563,264 78	16,424,316 67	19,045,839 71
New York, Lake Erie and Western.....	11,914,466 73

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New York and Manhattan Beach.....	16,780 43	8,440 00	1,117,045 07	100,314 14	156,461 71
New York, New Haven and Hartford.....	1,800,779 04	1,330,707 84	1,117,045 07	303,375 03	781,010 01
New York and Oswego Champlain.....	371,860 06	371,060 06	359,760 51	436,245 33	676,948 93
Ogdensburg and Lake Champlain.....	23,310 95	23,310 95	15,550 20	230,340 03	246,003 24
Olean, Bradford and Warren.....	24,330 96	24,330 96	24,000 40	10,124 43	.....
Ontario Southern.....	19,038 38	18,460 50	18,024 35	9,390 03	.....
Oswego and Monticello.....	172,061 45	17,033 75	28,106 84	881,835 75	25,873 41
Port Jervis, Hartford and Boston.....	14,436 25	28,860 44	64,307 85	631,928 96	55 46
Poughkeepsie and Saratoga.....	16,050 98	703,263 90	13,483 34	8,065 41	606,684 00
Rensselaer and Connecticut.....	703,263 90	44,811 82	631,074 24	10,203 72	341,171 20
Rhinelock and Connecticut.....	44,811 82	55,206 57	8,224 40	108,376 14	1,482 30
Rochester and State Line.....	154,267 42	11,046 03	9,126 31	6,514 45	9,117 16
Rome and Clinton.....	9,889 51	682,837 85	438,003 93	25,277 70	512,444 77
Rome, Watertown and Ogdensburg.....	636,046 13	8,106 04	57,180 19	560,269 95	308,735 04
Schoharie Valley.....	7,752 66	4,302 84	2,627 46	314,869 75	.....
Silver Lake.....	5,301 40	8,218 26	7,337 30	107,717 05	281,706 80
Skaneateles.....	8,714 96	326,208 41	14,040 87	293,745 84	273,512 33
Southern Central.....	236,120 12	3,335 60	479,817 19	323,900 41	9,425 25
Southern of Long Island.....	2,354 16	5,901 14	352,808 13	41,398 67	167,309 97
Southfield Branch.....	5,901 14	21,205 20	98,460 60	190,296 01	27,273 16
Staten Island.....	21,205 20	360,801 48	249,824 10	28,440 52	38,488 37
Stirling Mountain.....	419,407 90	37,965 95	296,073 67	35,965 96	.....
Syracuse, Binghamton and New York.....	37,965 95	187,061 79	60,577 80	41,398 67	.....
Syracuse, Chenango and New York.....	187,061 79	303,980 73	80,077 83	190,296 01	.....
Syracuse, Geneva and Corning.....	303,980 73	102,943 02	161,576 33	28,440 52	.....
Troy and Boston.....	102,943 02	248,401 48	16,798 19	35,965 96	.....
Utica and Delaware.....	248,401 48	296,025 07	80,077 83	41,398 67	.....
Utica and Black River.....	296,025 07	43,873 24	161,576 33	28,440 52	.....
Utica, Chenango and Susquehanna Valley.....	43,873 24	61,413 47	16,798 19	35,965 96	.....
Utica, Clinton and Binghamton.....	61,413 47	122,841 47	36,217 46	.....	.....
Utica, Utica and Elmira.....	122,841 47	12,324 51	.....	.....	.....
Valley.....	12,324 51	35,025 29	.....	.....	.....
Wallkill Valley.....	35,025 29	.....	.....	.....	.....
Warwick Valley.....	.....	.....	.....	.....	.....

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL EARNINGS.				
	1874.	1875.	1876.	1877.	1878.
Adirondack	\$23,744 47	\$23,916 72	\$75,713 31	\$68,401 95	\$68,735 18
Albany and Susquehanna	3,466,750 95	3,490,823 54	1,302,920 31	1,161,120 65	1,196,083 34
Atlantic and Great Western	4,838,257 03	3,913,649 68	3,672,324 91	3,846,305 18	3,844,489 38
Bath and Hammondport	8,993,127 87	7,717,657 89	11,217 83	9,434 11	1,122 01
Boston and Albany	56,957 78	47,651 37	7,091,738 44	6,780,697 18	6,653,533 41
Brocklyn, Bath and Coney Island .....	.....	.....	47,402 41	68,338 95	132,533 50
Brooklyn and Rockaway Beach	135,298 69	167,707 39	.....	.....	136,816 40
Buffalo, Corry and Pittsburgh	20,370 93	27,118 45	156,016 61	117,782 80	76,110 12
Buffalo and Juniata	54,165 13	93,111 34	164,867 20	41,516 81	61,694 44
Buffalo and Southwestern .....	.....	.....	.....	176,884 24	221,649 50
Buffalo, New York and Philadelphia	580,685 96	613,176 35	686,513 75	665,388 73	401,868 43
Cayuga Southern	106,013 57	113,025 61	75,313 61	61,506 59	46,661 05
Cazenovia, Canastota and De Ruyter	25,866 56	24,903 23	18,303 66	15,395 03	51,385 03
Chemung	28,632 91	294,875 41	299,173 81	212,745 28	166,534 67
Cooperstown and Susquehanna Valley	36,978 05	23,123 64	16,732 32	16,887 71	19,885 25
Corning, Cawanesque and Antwerp .....	.....	35,523 28	33,694 83	34,394 84	63,536 51
Dunkirk, Allegany Valley and Pittsburgh	358,437 43	339,147 21	341,682 14	306,495 48	366,919 82
Elmira, Jefferson and Canastota	626,815 12	346,661 81	395,622 25	347,372 48	331,778 18
Elmira State Line	74,214 72	71,357 68	414,711 13	416,475 08	296,682 07
Elmira and Williamsport	18,688,898 76	16,875,828 60	74,017 35	344,332 61	316,022 90
Eric	305,237 39	408,413 68	16,639,765 35	6,762 68	67,372 70
Finching, North Shore and Central	98,616 24	91,667 66	315,552 71	15,436,558 03	.....
Fonda, Johnstown and Gloversville .....	.....	.....	114,735 87	111,007 53	102,267 86
Geneva, Elba and Sayre	26,430 35	41,313 75	38,945 40	234,226 90	264,062 76
Greene	35,391 18	33,779 23	35,613 45	36,447 04	35,715 15
Greene and Johnsonville	273,890 60	300,159 13	281,675 99	26,699 70	27,030 59
Harlem Extension	118,094 22	188,405 69	169,103 63	269,390 25	58,633 62
Lake Champlain and Moriah	17,637,332 69	14,741,670 28	14,417,620 95	68,866 47	130,824 04
Lake Shore and Michigan Southern	888,582 53	828,490 08	1,149,897 01	13,314,454 15	13,957,171 47
Long Island .....	.....	.....	.....	1,498,733 17	1,567,314 37
Matine .....	.....	.....	.....	.....	3,093 70
Metropolitan Elevated	10,725 60	7,368 75	7,715 56	7,984 92	861,272 82
Middleburgh and Schenroe .....	.....	9,049 86	20,584 95	22,102 12	7,251 10
Middleburgh and Crawford .....	.....	.....	.....	162,066 90	23,756 22
Newburgh, Dutchess and Connecticut .....	.....	.....	172,088 75	167,028 16	135,823 13
New Jersey and New York .....	.....	100,200 76	.....	.....	161,337 13
New York, Bay Ridge and Jamaica .....	.....	.....	.....	30,342 37	.....

New York and Canada.....	81,625,014 74	82,400 14	870,161 08	380,610 49	401,960 64
New York Central and Hudson River.....	81,617 25	108,517 10	38,302,073 35	30,579,065 90	28,910,560 18
New York Elevated..... and Western.....				268,205 51	439,986 33
New York and Manhattan Beach.....	860,741 17			60,694 55	15,414,974 69
New York, New Haven and Hartford.....	1,104,618 83	1,136,011 56	4,314,692 13	8,464,669 37	3,855,982 68
New York and Oswego Midland.....	833,343 87	507,600 85	635,945 28	507,203 77	640,030 40
Ogdensburg and Lake Champlain.....		658,852 95	597,203 55	643,059 32	542,639 65
Glenn, Bradford and Warren.....					48,908 62
Ontario Southern.....	400,461 20		34,688 76	56,347 80	36,780 56
Oswego and Syracuse.....		406,142 52	382,974 17	218,181 86	285,183 24
Port Jervis and Monticello.....		32,790 40	38,913 21	324,118 26	27,904 31
Poughkeepsie, Hartford and Boston.....		28,161 60	73,912 84	66,365 82	56,256 66
Poughkeepsie and Saratoga.....			1,626,783 04	1,451,762 04	1,426,923 87
Ramapo and Connecticut.....			78,402 83	65,962 48	55,951 19
Rochester and State Line.....	1,371 53	29,091 65	22,477 05		211,444 65
Rome and Clinton.....			23,850 40	19,809 81	18,132 71
Rome, Watertown and Ogdensburg.....	1,112,416 34	1,149,907 53	1,251,757 03	1,248,802 32	1,213,796 38
Schenectady Valley.....			16,690 29	7,268 18	16,018 35
Silver Lake.....		15,895 18		14,917 04	16,939 73
Skaneateles.....	21,064 31	27,869 13	93,311 48	17,381 80	9,361 43
Southern Central.....	502,310 40	510,235 74	607,168 74		
Southern of Long Island.....		337,853 62	215,133 16		
Southfield Branch.....		46,514 15	2,637 46		
Staten Island.....	283,532 94	253,744 69	947,951 42	990,828 28	233,011 16
Sterling Mountain.....		26,824 03	18,178 78	23,754 29	21,975 31
Syracuse, Binghamton and New York.....	702,456 57	750,440 80	676,177 76	539,011 63	502,641 71
Syracuse, Chenango and New York.....				39,848 23	89,580 91
Syracuse, Geneva and Corning.....					2,354 16
Troy and Boston.....	530,310 59	524,275 74	566,539 76	560,761 05	218,014 07
Utica and Delaware.....		182,627 58	154,913 53	112,497 18	569,337 74
Utica and Black River.....	470,954 56	503,514 13	491,571 47	463,298 52	159,135 23
Utica, Chenango and Susquehanna Valley.....	424,728 59	436,176 97	432,541 50	432,636 62	411,185 25
Utica, Clinton and Binghamton.....			89,791 11	82,542 74	78,189 03
Utica, Ithaca and Elmira.....	35,014 12	42,176 34	302,829 92	150,763 54	147,539 09
Valley.....	184,698 68	214,431 03	168,684 55	143,661 43	151,491 27
Wallkill Valley.....	69,135 00	63,689 59	46,967 53	22,367 18	81,735 88
Warwick Valley.....	51,297 50	45,459 54	48,313 09	45,666 72	41,309 91

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.

PAYMENTS FOR TRANSPORTATION EXPENSES.

	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$71,331 53	\$88,653 03	\$69,442 90	\$61,304 32	\$62,249 04
Albany and Susquehanna.....	2,231,323 54	2,371,203 70	713,579 37	579,691 91	579,691 91
Atlantic and Great Western.....	3,768,154 41	3,231,063 50	2,974,301 81	3,043,881 84	3,026,524 06
Bath and Hammondsport.....	6,548,211 68	5,371,992 88	8,396 10	6,941 72	5,965 15
Boston and Albany.....	32,341 12	50,710 13	43,339 79	4,612,765 95	4,413,997 27
Brooklyn, Bath and Coney Island.....	.....	.....	.....	41,067 15	38,837 03
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	59,892 98
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	19,433 28
Buffalo, Corry and Pittsburgh.....	161,270 05	151,841 31	146,635 16	107,272 95	55,136 53
Buffalo Creek.....	24,656 81	.....	35,046 40	31,586 68	29,103 52
Buffalo and Jamestown.....	44,154 44	66,275 27	137,114 62	148,431 78	49,386 50
Buffalo and Southwestern.....	.....	.....	.....	.....	171,652 03
Buffalo, New York and Philadelphia.....	393,622 14	334,797 38	427,992 83	228,793 93	414,419 44
Cayuga Southern.....	124,105 05	106,161 00	.....	.....	71,379 93
Cayuga and Susquehanna.....	21,335 10	34,898 38	80,397 87	83,183 41	67,470 47
Cazenovia, Canastota and De Ruyter.....	.....	163,391 47	175,060 43	18,825 08	18,739 60
Chemung.....	.....	16,073 54	13,829 17	145,165 08	137,943 16
Gloucester.....	18,184 75	25,675 53	26,357 43	14,776 07	16,763 31
Cooperstown and Susquehanna Valley.....	25,893 56	.....	.....	18,468 91	17,377 06
Corning, Coopersburg and Antrim.....	.....	.....	172,276 11	188,604 95	292,162 02
Dunkirk, Allegheny Valley and Pittsburgh.....	283,071 73	341,772 95	343,412 41	855,113 09	832,423 47
Elmira, Jefferson and Canandaigua.....	637,505 62	334,897 27	359,838 71	845,981 20	246,463 66
Elmira State Line.....	.....	.....	.....	231,312 04	138,701 43
Elmira and Williamsport.....	62,980 47	56,801 94	68,331 12	48,107 81	45,884 38
Erie.....	18,563,738 32	12,679,130 95	12,231,201 78	10,899,839 60	.....
Flushing, North Shore and Central.....	324,438 48	384,867 73	246,615 08	.....	.....
Konda, Johnston and Gloversville.....	67,061 57	60,163 48	72,880 29	65,912 01	61,884 71
Geneva, Utica and Sayre.....	.....	.....	.....	281,131 01	23,275 25
Greenwich and Johnsonville.....	33,756 08	38,624 37	34,600 50	30,008 20	14,864 79
Greene.....	17,183 91	15,993 31	16,972 76	15,316 79	59,440 92
Hammondsport and Johnsonville.....	956,641 07	204,359 75	219,841 92	312,088 71	62,163 94
Lake Champlain and Moriah.....	180,859 25	101,455 40	76,185 80	69,754 44	8,498,727 22
Lake Shore and Michigan Southern.....	11,925,687 53	10,784,518 27	9,627,700 67	9,304,559 64	1,000,019 02
Long Island.....	268,983 57	615,336 59	751,160 55	977,993 00	1,905 07
Marine.....	.....	.....	.....	.....	124,072 64
Newport.....	.....	.....	.....	.....	5,923 21
Newport Elevated.....	.....	.....	.....	6,722 16	.....
Newburgh and Schoharie.....	11,885 00	6,180 00	5,495 00	.....	14,719 15
Middleburgh and Watertown.....	.....	.....	16,106 68	.....	97,794 20
Middletown, Unionville and Water Gap.....	.....	7,390 77	.....	14,690 38	125,901 93
Middletown and Crawford.....	.....	.....	.....	.....	138,167 90
Newburgh, Dutchess and Connecticut.....
New Jersey and New York.....	127,601 90	123,678 13

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New York, Troy Bridge and Jamaica.....	101,860	72,012 00	290,072 74	80,700 03	101,860
New York and Canada and Hudson River.....	14,088,307 66	17,012 00	10,124,172 34	972,727 34	14,088,307 66
New York Elevator.....	80,437 24	64,133 47	168,177 01	14,040,161 87	80,437 24
New York, Lake Erie and Western.....	120,644 90	64,133 47	168,177 01	150,952 70	120,644 90
New York and Manhattan and Hartford.....	627,612 78	64,133 47	168,177 01	16,035,864 07	627,612 78
New York, New Haven and Hartford.....	1,344,351 64	64,133 47	168,177 01	150,280 19	1,344,351 64
New York and Albany.....	604,001 82	64,133 47	168,177 01	2,028,872 74	604,001 82
Ogdensburg and Lake Champlain.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Ogdensburg and Lake Champlain.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Ontario, Southern.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Oswego and Syracuse.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Port Jervis and Monticello.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Poughkeepsie, Hartford and Boston.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Rhinebeck and Connecticut.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Rensselaer and Saratoga.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Rochester and State Line.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Rochester and Clinton.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Rome, Watertown and Ogdensburg.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Schoharie Valley.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Silver Lake.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Skaneateles.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Southern Central.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Southern of Long Island.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Southfield Branch.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Staten Island.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Sterling Mountain.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Syracuse, Binghamton and New York.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Syracuse, Binghamton and New York.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Syracuse, Geneva and Corning.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Troy and Boston.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Utica and Delaware.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Utica and Black River.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Utica, Chenango and Susquehanna Valley.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Utica, Clinton and Binghamton.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Utica, Ithaca and Elmira.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Valley.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Wallkill Valley.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39
Warwick Valley.....	290,332 39	64,133 47	168,177 01	337,569 22	290,332 39

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR INTEREST.				
	1874.	1875.	1876.	1877.	1878.
Albany and Schoharie.....	\$396,200 00	\$396,200 00	\$396,075 00	\$423,150 00	\$463,746 23
Atlantic and Great Western.....	745,092 35	.....	.....	.....	.....
Bath and Hammondsport.....	.....	.....	2,476 86	2,660 00	2,660 00
Boston and Albany.....	.....	435,797 71	430,935 76	434,483 20	435,158 98
Brooklyn, Bath and Cayuga Island.....	.....	.....	.....	.....	1,505 00
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	16,980 33
Brooklyn, Grand Rockaway Beach.....	.....	.....	.....	.....	54 86
Buffalo and Jamestown.....	.....	.....	26,558 01	19,814 83	13,155 76
Buffalo and Southwestern.....	.....	.....	.....	11,235 69	9,807 09
Buffalo and Southwestern.....	.....	.....	.....	.....	8,800 24
Cazenovia, Canastota and De Ruyter.....	189,832 74	240,455 46	257,411 37	251,665 57	260,011 86
Chester.....	.....	.....	380 19	.....	.....
Cornwall and Schoharie Valley.....	8,181 09	7,993 65	.....	15,007 50	13,861 56
Cornwall, Cayuga and Andrus.....	.....	.....	8,849 54	16,988 44	9,913 29
Dunkirk, Allegany Valley and Pittsburg.....	.....	.....	36,060 00	.....	.....
Elmira, Jefferson and Canandaigua.....	.....	.....	.....	30,653 00	26,400 00
Elmira and Littleton.....	.....	.....	.....	44,065 00	56,659 17
Elmira and Williamsport.....	.....	.....	.....	44,792 32	56,985 00
Elmira.....	.....	.....	.....	5,206,118 96	3,753 96
Florida, North Shore and Central.....	2,985,612 64	4,492,673 94	4,354,600 64	.....	.....
Florida, Johnsonville and Gloversville.....	231,836 37	276,419 00	232,864 67	23,574 59	25,449 01
Geneva, Ithaca and Sayre.....	31,768 19	23,718 10	24,764 97	.....	54,841 90
Geneva and Lockport.....	.....	.....	.....	33,006 92	.....
Greene.....	11,800 00	10,750 00	.....	.....	.....
Greene.....	12,061 36	11,890 00	11,900 00	13,660 00	14,000 00
Greene.....	101 64	11,637 82	10,232 59	11,869 38	8,660 75
Hartford Extension.....	.....	.....	.....	.....	.....
Lake Champlain and Moriah.....	7,455 18	.....	6,037 36	6,823 00	3,336 85
Lake Shore and Michigan Southern.....	2,580,210 00	2,543,012 66	2,476,750 00	2,762,850 00	2,762,470 00
Long Island.....	119,788 18	106,600 00	61,413 11	174,131 22	196,606 41
Middleburgh and Schoharie.....	1,126 00	1,190 00	1,190 00	1,190 00	1,260 00
Middleburgh and Crawford.....	.....	780 56	2,063 69	3,253 50	6,630 50
Middletown and Unionville.....	.....	26,631 57	.....	.....	.....
Middletown, Unionville and Water Gap.....	.....	11,987 50	.....	.....	.....
Montgomery and Erie.....	.....	.....	92,778 49	.....	1,276 11
New Jersey and New York.....	.....	.....	.....	4,974 12	.....
New York, Bay Ridge and Jamaica.....	.....	.....	.....	247,369 20	237,362 73
New York and Canada.....	.....	.....	197,071 39	2,744,004 69	3,596,423 86
New York Central and Hudson River.....	1,984,933 96	2,728,118 94	2,751,629 13	99,895 50	160,973 60
New York Elevated.....	.....	.....	.....	.....	4,292,288 87
New York, Lake Erie and Western.....	28,538 09
New York and Manhattan Beach.....	6,869 62

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New York, New Haven and Hartford.....	172,102 00	120,400 00	120,000 00	120,000 00
Chattanooga, Knoxville and Nashville.....	4,213 89	3,103 00	2,301 08	2,301 08
Chattanooga Southern.....	10,721 06	170 40	70,148 84	82,294 84
Cawago and Syracuse.....	2 71	8,680 00	1,010 84	1,037 10
Port Jervis and Monticello.....	.....	.....	26,490 35	31,005 00
Poughkeepsie, Watkinsburg and Boston.....	.....	217 36	943 18	800 97
Rensselaer and Saratoga.....	.....	131,760 00	134,760 00	334 05
Rhineland and Connecticut.....	.....	34,367 02	22,070 23	460 04
Rhinebeck and State Line.....	.....	3,927 00	.....	1,080 00
Rockledge and State Line.....	.....	212,224 46	2,418 30	7,680 00
Rome and Clinton.....	197,831 10	2,415 00	554,700 80	417,305 33
Schoharie Valley.....	2,050 00	.....	2,310 00	1,620 00
Silver Lake.....	.....	.....	1,073 33	831 07
Skaneateles.....	86,771 22	.....	1,367 75	4,000 25
Southern Central.....	145,977 64	114,491 45	116,265 65	126,102 53
Southern of Long Island.....	21,000 00	189,029 74	21,000 00	25,092 74
Staten Island.....	1,470 00	21,000 00	4,568 27	3,290 00
Stearling Mountain.....	125,673 53	116,900 00	141,400 00	141,400 00
Syracuse, Binghamton and New York.....	.....	.....	318 57	759 05
Syracuse, Chenango and New York.....	.....	.....	.....	35,700 00
Syracuse, Geneva and Corning.....	.....	.....	.....	.....
Troy and Bennington.....	6,982 50	.....	.....	.....
Troy and Boston.....	175,242 30	177,531 19	180,980 07	206,372 54
Utica and Delaware.....	76,475 00	3,475 11	6,867 59	8,392 28
Utica and Black River.....	.....	77,480 00	77,840 00	146,704 04
Utica, Clinton and Binghamton.....	.....	66,000 00	66,000 00	66,000 00
Utica, Ithaca and Elmira.....	.....	47,467 42	.....	.....
Valley.....	.....	.....	.....	60,000 00
Walkill Valley.....	.....	.....	939 46	16,601 56
Warwick Valley.....	4,200 00	4,200 00	4,200 00	4,200 00
Waverly and State Line.....	600 00	.....	.....	.....

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR DIVIDENDS.				
	1874.	1875.	1876.	1877.	1878.
Albany and Susquehanna.....	\$1,956,410 00	\$2,003,000 00	\$211,000 00	\$245,000 00	\$245,000 00
Cayuga and Albany.....	33,019 90	53,019 90	1,800,000 00	1,600,000 00	1,600,000 00
Cayuga and Susquehanna.....	.....	.....	54,600 00	53,019 90	54,600 00
Chemung.....	.....	.....	.....	.....	22,800 00
Corning, Cowanesque and Antrim.....	.....	124,250 00	132,000 00	63,600 00	119,000 00
Elmira, Jefferson and Canadawaga.....	.....	.....	.....	.....	25,000 00
Elmira State Line.....	.....	.....	.....	.....	2,034 00
Elmira and Williamsport.....	.....	.....	.....	.....	19,038 45
Greene.....	12,000 00	12,000 00	12,000 00	12,000 00	12,000 00
Lake Champlain and Moriah.....	.....	30,000 00	30,000 00	30,000 00	24,000 00
Lake Champlain and Michigan Southern.....	33,326 00	1,091,011 25	2,033,010 00	618,331 25	1,431,935 00
Marine.....	.....	.....	.....	.....	2,000 00
Montgomery and Erie.....	.....	5,930 00	.....	.....	.....
New York Central and Hudson River.....	7,136,884 00	9,920,819 96	7,130,328 00	7,140,639 48	8,053,868 00
New York, Lake Erie and Western.....	.....	.....	.....	.....	122,312 00
New York and Manhattan Beach.....	.....	.....	.....	.....	32,000 00
New York, New Haven and Hartford.....	1,350,000 00	1,350,000 00	1,350,000 00	1,350,000 00	1,350,000 00
Ogdensburg and Lake Champlain.....	.....	.....	.....	100,000 00	100,000 00
Oswego and Syracuse.....	118,836 00	118,836 00	118,836 00	118,836 00	118,836 00
Rensselaer and Saratoga.....	.....	.....	330,431 00	340,304 00	60,078 00
Rome, Watertown and Ogdensburg.....	230,300 50	501,574 00	.....	.....	24,000 00
Staten Island.....	40,000 00	35,000 00	28,000 00	.....	.....
Syracuse, Binghamton and New York.....	60,120 00	60,120 00	80,160 00	.....	.....
Troy and Binghamton.....	.....	.....	.....	.....	.....
Troy and Boston.....	63,251 00	64,100 00	63,321 00	64,001 00	88,081 00
Utica and Black River.....	100,122 00	106,142 00	106,248 00	106,248 00	70,832 00
Utica, Chenango and Susquehanna Valley.....	257,022 00	240,000 00	240,000 00	240,000 00	240,000 00
Utica, Clinton and Binghamton.....	.....	.....	.....	.....	16,000 00
Valley.....	60,000 00	60,000 00	60,000 00	60,000 00	60,000 00
Warwick Valley.....	15,750 00	15,750 00	15,750 00	14,625 00	15,750 00

RAILROAD REPORT.

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COMPARATIVE STATEMENT FOR FIVE YEARS.

ACCIDENTALITY.

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STREET OR HORSE RAILROADS.

TABLES OF COMPARATIVE STATEMENTS

For Five Consecutive Years:

1874, 1875, 1876, 1877, 1878.

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Albany	\$200,000 00	\$200,000 00	\$200,000 00	\$200,000 00	\$200,000 00
Amsterdam Street	15,100 00	15,000 00	15,000 00	15,000 00	15,000 00
Astoria and Hunter's Point	655,000 00	650,000 00	650,000 00	650,000 00	650,000 00
Atlantic Avenue	7,157 50	7,157 50	7,157 50	7,157 50	7,157 50
Auburn and Owasco Lake	5,600 00	5,600 00	5,600 00	5,600 00	5,600 00
Babylon	900,000 00	900,000 00	900,000 00	900,000 00	900,000 00
Bleecker Street and Fulton Ferry	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Broadway (Brooklyn)	2,100,000 00	2,100,000 00	2,100,000 00	2,100,000 00	2,100,000 00
Broadway and Seventh Avenue	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Brooklyn City	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Brooklyn and Newtown	335,000 00	335,000 00	335,000 00	335,000 00	335,000 00
Brooklyn and Coney Island	18,300 00	18,300 00	18,300 00	18,300 00	18,300 00
Brooklyn Cross-town	125,000 00	125,000 00	125,000 00	125,000 00	125,000 00
Brooklyn, Winfield and Newtown	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Buffalo East Side	302,000 00	302,000 00	302,000 00	302,000 00	302,000 00
Buffalo Street	21,130 00	21,130 00	21,130 00	21,130 00	21,130 00
Bushwick	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Central City	1,675,700 00	1,683,000 00	1,683,000 00	1,683,000 00	1,683,000 00
Central Cross-town	650,000 00	650,000 00	650,000 00	650,000 00	650,000 00
Central Park, North and East River	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Central Park, North and East River	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Chambers Street	35,100 00	35,100 00	35,100 00	35,100 00	35,100 00
Christopher and Tenth Street	21,510 00	21,510 00	21,510 00	21,510 00	21,510 00
City of Poughkeepsie	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Coney Island and Brooklyn	42,000 00	42,000 00	42,000 00	42,000 00	42,000 00
Dry Dock, East Broadway and Battery	29,325 00	29,325 00	29,325 00	29,325 00	29,325 00
Dunkirk and Fredonia	748,000 00	748,000 00	748,000 00	748,000 00	748,000 00
East Genesee Street and Seward Avenue	10,550 00	10,550 00	10,550 00	10,550 00	10,550 00
Elmira and Horseheads	14,275 00	14,275 00	14,275 00	14,275 00	14,275 00
Elmira	42,500 00	42,500 00	42,500 00	42,500 00	42,500 00
Fifth Ward	13,600 00	13,600 00	13,600 00	13,600 00	13,600 00
Forty-second Street and Grand Street Ferry	170,000 00	170,000 00	170,000 00	170,000 00	170,000 00
Funda and Fultonville	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Forty-second Street Cross-town	269,100 00	269,100 00	269,100 00	269,100 00	269,100 00
Forty-second Street	14,200 00	14,200 00	14,200 00	14,200 00	14,200 00
Frankfort and Union	42,500 00	42,500 00	42,500 00	42,500 00	42,500 00
Frankfort and Water Street	13,600 00	13,600 00	13,600 00	13,600 00	13,600 00
Genesee and Water Street	170,000 00	170,000 00	170,000 00	170,000 00	170,000 00
Gloverville and Kingsboro	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Grand and Newtown	269,100 00	269,100 00	269,100 00	269,100 00	269,100 00
Grand Street, Prospect Park and Flatbush	269,100 00	269,100 00	269,100 00	269,100 00	269,100 00
Greenpoint, Prospect Park and Greenwood	269,100 00	269,100 00	269,100 00	269,100 00	269,100 00
Harlem Bridge, Morrisania and Fordham	269,100 00	269,100 00	269,100 00	269,100 00	269,100 00

RAILROAD REPORT.

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• Not reported.

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$50,000 00	\$79,500 00	\$79,500 00	\$79,500 00	\$79,000 00
Amsterdam.....	.....	138 16	138 16	163 16	168 16
Astoria and Hunter's Point.....	.....	.....	.....	21,750 00	26,000 00
Atlantic Avenue.....	.....	490,000 00	484,000 00	472,000 00	443,750 00
Bleecker Street and Fulton Ferry.....	462,800 00	604,000 00	607,000 00	700,000 00	700,000 00
Broadway (Brooklyn).....	604,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Broadway and Seventh Avenue.....	200,000 00	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00
Brooklyn City.....	1,500,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Brooklyn City and Newtown.....	300,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Brooklyn Cross-town.....	400,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Brooklyn, Winfield and Newtown.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Buffalo East Side.....	.....	238,000 00	238,000 00	238,000 00	238,000 00
Bushwick.....	431,004 40	563,889 10	563,889 10	563,889 10	563,889 10
Central City.....	102,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Central Cross-town.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Central Park, North and East River.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
City of Poughkeepsie.....	.....	240,000 00	240,000 00	240,000 00	240,000 00
Coney Island and Brooklyn.....	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Dry Dock, East Broadway and Battery.....	307,000 00	307,000 00	307,000 00	307,000 00	307,000 00
East Genesee Street and Seward Avenue.....	915,500 00	1,005,000 00	915,500 00	915,500 00	915,500 00
Eighth Avenue.....	6,500 00	12,000 00	12,000 00	12,000 00	12,000 00
Elm and Horseheads.....	203,000 00	203,000 00	203,000 00	203,000 00	203,000 00
Fifth Ward.....	18,000 00	18,000 00	18,000 00	18,000 00	18,000 00
Forty-second Street and Grand Street Ferry.....	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Genesee and Water Street.....	256,000 00	256,000 00	256,000 00	256,000 00	256,000 00
Grand Street and Newtown.....	19,100 00	30,000 00	30,000 00	30,000 00	30,000 00
Grand Street, Prospect Park and Flatbush.....	30,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Harlem Bridge, Morrisania and Fordham.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Herkimer and Mohawk.....	133,000 00	146,000 00	146,000 00	146,000 00	146,000 00
Housatonic, West Street and Paveonia Ferry.....	.....	1,740 53	1,740 53	1,861 47	1,861 47
Johnstown, Gloversville and Kingsboro.....	478,000 00	478,500 00	478,500 00	478,500 00	478,500 00
Kingsland and Rondout.....	.....	1,500 00	1,500 00	1,500 00	1,500 00
Long Island City and Calvary Cemetery.....	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Long Island City Shore.....	.....	90,000 00	90,000 00	90,000 00	90,000 00
New Brighton and Oronoquia Valley.....	1,200 00	2,000 00	2,000 00	2,000 00	2,000 00
New Williamsburgh and Flatbush.....	.....	207,000 00	207,000 00	207,000 00	207,000 00
Ninth Avenue.....	207,000 00	125,000 00	125,000 00	125,000 00	125,000 00
North Second Street and Middle Village.....	25,000 00	25,000 00	25,000 00	25,000 00	25,000 00
Prospect Park and Coney Island.....	.....	138,000 00	138,000 00	138,000 00	138,000 00
Rockledge City and Brighton.....	100,000 00	138,000 00	138,000 00	138,000 00	138,000 00

RAILROAD REPORT.

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Location	1912-1930	1931-1935	1936-1940	1941-1945	1946-1950	1951-1955	1956-1960	1961-1965	1966-1970	1971-1975	1976-1980	1981-1985	1986-1990	1991-1995	1996-2000	2001-2005	2006-2010	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	2046-2050	2051-2055	2056-2060	2061-2065	2066-2070	2071-2075	2076-2080	2081-2085	2086-2090	2091-2095	2096-2100	2101-2105	2106-2110	2111-2115	2116-2120	2121-2125	2126-2130	2131-2135	2136-2140	2141-2145	2146-2150	2151-2155	2156-2160	2161-2165	2166-2170	2171-2175	2176-2180	2181-2185	2186-2190	2191-2195	2196-2200	2201-2205	2206-2210	2211-2215	2216-2220	2221-2225	2226-2230	2231-2235	2236-2240	2241-2245	2246-2250	2251-2255	2256-2260	2261-2265	2266-2270	2271-2275	2276-2280	2281-2285	2286-2290	2291-2295	2296-2300	2301-2305	2306-2310	2311-2315	2316-2320	2321-2325	2326-2330	2331-2335	2336-2340	2341-2345	2346-2350	2351-2355	2356-2360	2361-2365	2366-2370	2371-2375	2376-2380	2381-2385	2386-2390	2391-2395	2396-2400	2401-2405	2406-2410	2411-2415	2416-2420	2421-2425	2426-2430	2431-2435	2436-2440	2441-2445	2446-2450	2451-2455	2456-2460	2461-2465	2466-2470	2471-2475	2476-2480	2481-2485	2486-2490	2491-2495	2496-2500	2501-2505	2506-2510	2511-2515	2516-2520	2521-2525	2526-2530	2531-2535	2536-2540	2541-2545	2546-2550	2551-2555	2556-2560	2561-2565	2566-2570	2571-2575	2576-2580	2581-2585	2586-2590	2591-2595	2596-2600	2601-2605	2606-2610	2611-2615	2616-2620	2621-2625	2626-2630	2631-2635	2636-2640	2641-2645	2646-2650	2651-2655	2656-2660	2661-2665	2666-2670	2671-2675	2676-2680	2681-2685	2686-2690	2691-2695	2696-2700	2701-2705	2706-2710	2711-2715	2716-2720	2721-2725	2726-2730	2731-2735	2736-2740	2741-2745	2746-2750	2751-2755	2756-2760	2761-2765	2766-2770	2771-2775	2776-2780	2781-2785	2786-2790	2791-2795	2796-2800	2801-2805	2806-2810	2811-2815	2816-2820	2821-2825	2826-2830	2831-2835	2836-2840	2841-2845	2846-2850	2851-2855	2856-2860	2861-2865	2866-2870	2871-2875	2876-2880	2881-2885	2886-2890	2891-2895	2896-2900	2901-2905	2906-2910	2911-2915	2916-2920	2921-2925	2926-2930	2931-2935	2936-2940	2941-2945	2946-2950	2951-2955	2956-2960	2961-2965	2966-2970	2971-2975	2976-2980	2981-2985	2986-2990	2991-2995	2996-3000	3001-3005	3006-3010	3011-3015	3016-3020	3021-3025	3026-3030	3031-3035	3036-3040	3041-3045	3046-3050	3051-3055	3056-3060	3061-3065	3066-3070	3071-3075	3076-3080	3081-3085	3086-3090	3091-3095	3096-3100	3101-3105	3106-3110	3111-3115	3116-3120	3121-3125	3126-3130	3131-3135	3136-3140	3141-3145	3146-3150	3151-3155	3156-3160	3161-3165	3166-3170	3171-3175	3176-3180	3181-3185	3186-3190	3191-3195	3196-3200	3201-3205	3206-3210	3211-3215	3216-3220	3221-3225	3226-3230	3231-3235	3236-3240	3241-3245	3246-3250	3251-3255	3256-3260	3261-3265	3266-3270	3271-3275	3276-3280	3281-3285</
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COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Albany .....	.....	.....	.....	.....	\$4,377 64
Adoria and Hunter's Point .....	.....	.....	.....	.....	.....
Adantic Avenue	\$48,404 40	\$80,106 70	\$30,883 21	.....	24,442 26
Adurn and Owasco Lake	14,488 83	19,843 68	23,000 00	.....	2,972 61
Babylon .....	.....	1,574 10	2,399 21	\$23,500 00	.....
Bleecker Street and Fulton Ferry	61,540 19	49,107 18	67,422 81	44,809 88	128,340 69
Broadway (Brooklyn)	47,531 47	40,650 14	33,103 96	33,308 13	242,151 00
Broadway and Seventh Avenue	230,000 00	296,159 48	315,041 18	250,121 74	75,000 00
Brooklyn City	70,000 00	70,000 00	49,710 92	50,000 00	137,498 38
Brooklyn City and Newtown	52,000 00	55,710 23	101,545 38	107,939 91	4,353 00
Brooklyn Cross-town	2,300 00	2,336 00	5,066 00	16,874 00	6,000 00
Brooklyn, Windfield and Newtown .....	.....	.....	.....	.....	.....
Buffalo East Side	139,223 15	140,838 77	128,971 42	102,931 34	89,455 25
Buffalo Street	147,403 14	114,458 81	71,118 82	56,472 71	83,748 09
Bushwick	2,065 63	1,580 26	85,246 01	83,721 21	42,781 18
Central Cross-town .....	.....	20,519 39	10,815 30	13,364 13	3,635 31
Central Park, North and East River	4,111 42	10,759 41	3,755 42	5,273 57	6,156 27
Christopher and Tenth Street .....	.....	1,507 52	2,614 43	27,651 43	55,520 72
Coney Island and Brooklyn	87,845 12	37,070 28	34,029 90	19,263 86	2,108 33
Dry Dock, East Broadway and Battery .....	.....	2,245 00	20,000 00	.....	.....
East Genesee Street and Seward Avenue	5,854 32	105,250 00	5,500 00	9,000 00	10,391 92
Eighth Avenue	95,000 00	1,118 63	100,250 00	95,250 00	75,250 00
Florida and Horseheads .....	.....	1,109 18	.....	4,621 33	7,328 43
Fifth Ward	1,100 00	5,169 18	.....	.....	.....
Fourth Second Street Cross-town .....	.....	.....	.....	209 44	94 44
Fourth Second Street and Grand Street Ferry	51,111 46	49,021 73	54,780 96	61,430 32	50,547 18
Frankfort and Union	5,183 00	3,856 17	1,332 10	391 81	2,622 40
Genesee and Water Street .....	.....	.....	.....	.....	2,000 00
Gloversville and Kingsboro .....	.....	5,378 86	7,027 97	7,024 43	7,115 94
Grand Street and Newtown	19,492 19	6,100 00	1,150 00	13,239 82	6,753 00
Grand Street, Prospect Park and Flatbush	90,481 88	190,437 09	131,800 69	143,502 66	159,013 90
Herkimer and Mohawk .....	.....	1,740 63	1,861 87	.....	.....
Houston, West Street and Payson's Ferry .....	.....	5,905 90	2,360 89	25,000 00	24,000 00
Johnston, Gloversville and Kingsboro	12,517 35	5,000 00	5,500 00	.....	.....
Kings-ton and Rondout	6,000 00	6,000 00	5,500 00	2,130 05	2,320 61
Long Island City	500 00	.....	.....	.....	.....
Long Island City and Calvary Cemetery .....	.....	11,080 30	15,124 09	14,931 87	12,601 87
Mohawk and Union	4,800 00	.....	.....	.....	.....
New Brighton and Onondaga Valley	9,397 70	14,100 32	18,735 67	92,900 00	900 00
New Williamsburgh and Flatbush	16,029 43
Ninth Avenue	19,708 30	201,663 07	24,530 00	22,460 00	23,700 00

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North Avenue, Second and Union Villages	69,000 00	9,250 17	31,000 00	27,000 00	40,000 44
Prospect Park and Union Villages	58,000 00	32,400 00	40,000 00	40,000 18	30,325 74
Brooklyn City and Brighton	74,400 00	40,000 00	233,000 00	2,000 00	13,000 00
Brooklyn Avenue	780,000 00	800,000 00	800,000 00	20,000 00	371,000 00
South Avenue	780,000 00	800,000 00	800,000 00	20,000 00	550,000 00
South Brooklyn Central	780,000 00	800,000 00	800,000 00	20,000 00	550,000 00
South Ferry	780,000 00	800,000 00	800,000 00	20,000 00	550,000 00
St. Vincent and Quondaga	30,000 00	5,000 00	5,000 00	4,000 00	13,000 00
Third Avenue	30,000 00	5,000 00	5,000 00	4,000 00	13,000 00
Troy and Abba	31,000 00	1,400 00	1,000 00	4,000 00	4,000 00
Troy and Loughborough	31,000 00	100,500 00	1,000 00	4,000 00	4,000 00
Twenty-third Street	31,000 00	25,912 75	30,312 75	4,000 00	35,000 00
Union and Molokai Street	31,000 00	1,250 00	1,250 00	4,000 00	35,000 00
Van Brunt Street and Erie Basin	31,000 00	25,912 75	30,312 75	4,000 00	35,000 00
Washington Street and State Asylum	31,000 00	25,912 75	30,312 75	4,000 00	35,000 00

[COMPARATIVE STATEMENT FOR FIVE YEARS.]

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Albany	\$80,000 00	\$78,500 00	\$79,500 00	\$78,000 00	\$82,377 64
Amsterdam Street	108 16	108 16	108 16	168 16	168 16
Ashtoria and Hunter's Point	511,204 40	510,166 70	514,888 91	21,750 00	25,901 53
Atlantic Avenue	14,408 83	19,343 58	21,000 00	472,000 00	413,720 00
Auburn and Owasco Lake	745,510 12	1,374 10	4,320 21	23,500 00	24,442 26
Babylon	247,531 47	746,107 13	770,452 84	9,724 51	9,972 61
Bleecker Street and Fulton Ferry	1,730,000 00	240,650 14	235,103 95	744,809 88	700,000 00
Broadway (Brooklyn)	370,000 00	1,786,159 28	1,815,041 18	233,308 13	328,840 69
Broadway and Seventh Avenue	402,000 00	370,000 00	349,716 92	1,750,121 74	1,742,151 90
Brooklyn City	302,300 00	455,710 23	504,543 33	350,000 00	375,000 00
Brooklyn City and Newtown	139,323 15	362,326 00	303,000 00	567,039 91	537,498 36
Brooklyn Cross-town	578,407 54	378,828 77	135,000 00	316,574 00	490,353 00
Brooklyn, Winfield and Newtown	104,055 63	678,317 91	326,971 42	125,000 00	130,000 00
Buffalo East Side Street	6,000 00	291,580 96	662,388 92	300,931 84	384,456 25
Buffalo Street	240,000 00	6,000 00	286,246 01	619,032 11	609,792 49
Bushwick	1,204,111 42	200,519 39	6,000 00	390,337 21	342,781 18
Central City	344,845 12	1,210,750 41	255,815 13	6,000 00	6,000 00
Central Cross-town	915,500 00	1,507 52	1,303,753 42	273,354 13	243,535 31
Central Park, North and East River	15,254 82	214,070 28	2,614 43	1,219,166 87	1,219,166 87
Christopher and Tenth Street	298,000 00	308,250 00	341,929 90	27,651 43	56,850 72
City of Poughkeepsie	18,000 00	15,169 18	341,929 90	352,252 86	16,000 00
Coney Island and Brooklyn	11,100 00	214,070 28	935,000 00	291,108 88	291,108 88
Dry Dock, East Broadway and Battery	15,254 82	14,245 00	915,000 00	915,000 00	915,000 00
East Genesee Street and Seward Avenue	298,000 00	308,250 00	21,000 00	22,294 92	22,294 92
Eighth Avenue	18,000 00	19,118 65	293,250 00	298,250 00	278,250 00
Elmira and Horseheads	11,100 00	15,169 18	18,000 00	22,621 83	25,396 48
Fifth Ward	297,111 46	255,021 73	20,840 00	22,510 00	22,510 00
Forty-second Street	5,089 64	3,236 17	290,780 96	297,439 22	297,439 22
Forty-second Street and Grand Street Ferry	18,100 00	20,000 00	1,332 10	591 81	632 40
Genesee and Water Street	109,492 19	96,100 00	20,000 00	20,000 00	22,000 00
Gloversville and Kingsboro	200,841 58	320,427 02	151,150 00	7,024 43	7,115 84
Grand Street and Newtown	133,000 00	146,000 00	331,809 69	163,239 92	159,253 00
Grand Street, Prospect Park and Flatbush	478,500 00	3,431 16	146,000 00	338,492 80	359,015 80
Hackett Bridge, Morrisania and Fordham	12,517 35	10,403 99	1,801 87	146,000 00	146,000 00
Herkimer, West Newark and Poughkeepsie	59,500 00	478,500 00	478,500 00	1,801 87	1,801 87
Honolulan, West Newark and Poughkeepsie	59,500 00	478,500 00	478,500 00	503,500 00	502,500 00
Johnston, Gloversville and Kingsboro	59,500 00	478,500 00	478,500 00	3,000 00	15,000 00
Kingsland and Rondout	59,500 00	478,500 00	478,500 00	17,130 06	17,330 61
Long Island City and Culinary Cemetery	59,500 00	478,500 00	478,500 00	50,000 00	50,000 00
Long Island City Shore	101,000 00	101,000 00	150,124 00	149,931 87	147,601 87

Monkway and Olsen.....	4,000 00	5,000 00	2,000 00	5,000 00	5,100 00
New Williamsburgh and Flatbush.....	0,000 00	11,100 00	13,750 07	222,350 45	210,000 00
North Avenue.....	250,700 00	227,000 07	325,000 00	320,400 00	230,700 00
North Second Street and Myrtle Village.....	91,067 32	137,040 17	130,000 00	133,001 01	160,400 00
Prospect Park and Coney Island.....	128,000 00	500,002 21	522,005 16	545,500 15	530,320 78
Richmond City and Brighton.....	1,301,404 29	170,450 00	151,500 00	174,500 00	180,000 00
Second Avenue.....	1,150,000 00	1,304,000 00	1,055,000 00	1,047,000 00	1,050,000 00
Sixth Avenue.....	1,150,000 00	1,304,000 00	1,245,000 00	1,047,000 00	1,050,000 00
South Brooklyn Central.....	25,000 00	155,500 00	161,000 00	100,000 00	130,000 00
South Ferry.....	4,000 00	20,000 00	25,000 00	25,000 00	100,000 00
Syracuse and Geddes.....	2,020,000 00	2,000,000 00	5,000 00	4,000 00	4,000 00
Troy and Albany.....	30,000 00	35,812 90	35,275 00	35,100 00	35,100 00
Tony and Eastingburgh.....	211,000 00	202,005 53	180,450 00	165,500 00	150,100 00
Twenty Third Street.....	251,300 55	270,912 75	298,312 75	425,000 00	445,000 00
Union and Broadway.....	15,000 00	15,000 00	15,000 00	1,700 00	1,700 00
Valhalla Street and Erie Basin.....	122,000 00	122,000 00	122,000 00	14,912 87	14,228 43
Washington Street and State Avenue.....	122,000 00	122,000 00	122,000 00	200 00	718 00
Waterfront Turnpike and Railroad.....	122,000 00	122,000 00	122,000 00	135,000 00	129,500 00

[COMPARATIVE STATEMENT FOR FIVE YEARS.]

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Albany	\$80,000 00	\$70,500 00	\$70,500 00	\$78,000 00	\$82,377 64
Amsterdam Street	108 16	108 16	108 16	168 16	168 16
Asstoria and Hunter's Point	511,294 40	510,105 70	514,883 21	21,750 00	25,901 53
Atlantic Avenue	14,498 83	19,343 58	21,000 00	472,000 00	413,720 00
Auburn and Owasco Lake	745,540 12	1,574 10	2,320 21	23,500 00	24,442 26
Babylon	247,331 47	246,659 14	770,432 84	744,809 88	9,972 61
Bleecker Street and Fulton Ferry	1,730,000 00	1,730,000 00	1,815,041 18	233,308 13	700,000 00
Broadway (Brooklyn)	370,000 00	1,376,126 28	348,716 92	1,750,121 74	328,340 69
Broadway and Seventh Avenue	402,000 00	455,716 23	504,545 33	1,750,121 74	1,742,151 90
Brooklyn City	302,300 00	302,336 00	307,000 00	507,039 91	375,000 00
Brooklyn City and Newtown	139,323 15	378,838 77	125,000 00	316,574 00	490,323 00
Brooklyn, Winfield and Newtown	578,407 54	678,317 91	125,000 00	125,000 00	130,000 00
Buffalo East Side Street	104,005 45	204,550 26	805,971 42	800,931 34	384,455 25
Bushwick	5,000 00	6,000 00	6,000 00	619,032 11	609,792 49
Central City	1,294,111 42	1,210,720 41	285,246 01	300,937 21	342,781 18
Central Cross-town	240,000 00	200,519 39	6,000 00	6,000 00	6,000 00
Central Park, North and East River	1,294,111 42	1,210,720 41	1,295,753 42	253,354 13	243,535 31
Christopher and Tenth Street	1,507 52	1,507 52	2,614 43	27,651 43	1,219,166 87
City of Poughkeepsie	344,845 12	344,079 28	341,029 90	322,292 86	16,000 00
Coney Island and Brooklyn	915,000 00	1,003,000 00	955,000 00	915,000 00	291,108 83
Dry Dock, East Broadway and Battery	15,254 82	14,246 00	17,500 00	21,000 00	915,000 00
East Genesee Street and Seward Avenue	298,000 00	308,250 00	293,250 00	298,250 00	22,294 92
Eighth Avenue	18,000 00	19,118 65	18,000 00	298,250 00	278,250 00
Elmira and Horseheads	11,106 00	15,169 18	18,000 00	22,621 83	26,388 48
Fifth Ward	297,111 46	255,021 73	28,840 00	22,510 00	22,510 00
Forty-second Street Cross-town	19,100 00	3,230 17	290,780 96	297,439 22	94 44
Forty-second Street and Grand Street Ferry	19,100 00	3,230 17	1,332 10	297,439 22	286,547 18
Frankfort and Ilion	109,492 19	96,100 00	20,000 00	20,000 00	632 40
Genesee and Water Street	230,861 88	330,437 02	7,097 27	20,000 00	22,000 00
Gloversville and Kingsboro	133,583 11	146,000 00	161,156 00	7,097 27	7,115 94
Grand Street and Newtown	478,500 00	478,500 00	331,800 00	163,239 82	159,253 03
Grand Street, Prospect Park and Flatbush	12,547 35	10,405 99	146,000 00	343,692 89	359,015 90
Herkimer Bridge, Morrisania and Fordham	6,000 00	5,000 00	1,831 87	146,000 00	146,000 00
Herkimer and Monark	478,500 00	478,500 00	1,831 87	1,831 87	1,831 87
Honston, West Avenue	12,547 35	10,405 99	478,500 00	502,500 00	502,500 00
Johnston, Gloversville and Kingsboro	6,000 00	5,000 00	7,392 89	3,000 00	15,000 00
Kington and Rondout	50,500 00	50,100 00	55,000 00	17,130 06	17,330 61
Long Island City and Calvary Cemetery	50,500 00	50,100 00	55,000 00	50,000 00	50,000 00
Long Island City Shore	101,000 30	101,000 30	100,134 69	149,931 87	147,801 87

RAILROAD REPORT.

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Mohawk and Dion	4,800 00	9,000 00	9,000 00	9,000 00	5,100 00
New Brighton and Oyster Bay	9,000 00	17,000 00	17,000 00	17,000 00	210,629 18
New Williamburg and Flatbush	200,700 00	200,700 00	200,700 00	200,700 00	230,700 00
North Avenue	91,007 32	137,043 17	137,043 17	137,043 17	160,400 00
North Second Street and Middle Village	138,000 00	500,032 24	500,032 24	500,032 24	230,420 78
Prospect Park and Coney Island	1,301,404 32	170,450 00	170,450 00	170,450 00	188,500 00
Rochester City and Brighton	1,105,000 00	1,304,000 00	1,304,000 00	1,304,000 00	1,603,600 00
Second Avenue	1,105,000 00	1,235,000 00	1,235,000 00	1,235,000 00	1,603,600 00
Sixth Avenue	25,000 00	130,500 00	130,500 00	130,500 00	138,318 03
South Brooklyn Central	25,000 00	25,000 00	25,000 00	25,000 00	106,000 00
South Forty	5,000 00	5,000 00	5,000 00	5,000 00	106,000 00
Syracuse and Geddes	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Syracuse and Onondaga	30,940 00	35,842 59	35,842 59	35,842 59	35,100 00
Third Avenue	211,000 00	202,565 53	202,565 53	202,565 53	150,140 00
Troy and Albion	251,300 58	279,912 75	279,912 75	279,912 75	443,629 29
Troy and Lansingburgh	15,000 00	15,000 00	15,000 00	15,000 00	1,700 00
Twenty third Street	15,000 00	15,000 00	15,000 00	15,000 00	14,912 87
Utica and Mohawk Street	122,000 00	122,000 00	122,000 00	122,000 00	14,228 43
Van Brunt Street and Erie Basin	122,000 00	122,000 00	122,000 00	122,000 00	718 00
Washington Street and Asylum	122,000 00	122,000 00	122,000 00	122,000 00	129,500 00
Watervliet Turnpike and Railroad	122,000 00	122,000 00	122,000 00	122,000 00	129,500 00

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL COST OF ROAD AND EQUIPMENT.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$301,544 00	\$221,600 00	\$234,443 21	\$232,542 77	\$330,530 17
Amsterdam Street.....	12,100 00	15,108 16	15,108 16	15,108 16	15,108 16
Ashtabula.....	703,470 84	1,201,912 20	1,270,716 50	66,500 00	66,500 00
Atlantic Avenue.....	17,945 72	20,012 33	23,031 82	1,263,800 32	1,260,000 00
Babylon.....	6,142 25	7,403 00	8,112 33	23,031 82	23,031 82
Bleecker Street and Fulton Ferry.....	1,801,673 69	1,800,755 50	1,800,231 58	1,802,531 58	1,801,831 08
Broadway (Brooklyn).....	4,000,000 00	473,755 94	476,521 24	485,608 37	617,051 07
Broadway and Seventh Avenue.....	2,000,108 02	2,507,028 33	2,074,292 30	2,491,500 00	2,496,223 75
Brooklyn City.....	2,430,998 31	2,400,000 00	2,400,000 00	2,414,301 60	2,408,048 24
Brooklyn City and Newtown.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Brooklyn Cross-town.....	717,872 37	719,850 60	733,934 29	708,861 84	769,134 24
Buffalo East Side.....	100,369 43	414,257 02	432,000 48	434,921 49	428,000 19
Buffalo Street.....	625,252 57	685,927 03	627,917 45	302,306 03	606,207 32
Bushwick.....	400,000 00	400,000 00	602,435 50	614,322 98	717,061 95
Central City.....	20,473 41	20,473 41	20,473 41	20,473 41	20,473 41
Central Cross-town.....	48,750 00	847,045 50	840,000 00	840,000 00	840,000 00
Central Park, North and East River.....	2,011,302 08	2,036,342 08	2,036,342 08	2,036,342 08	2,036,342 08
Christopher and Tenth Street.....	630,000 00	630,000 00	630,000 00	630,000 00	630,000 00
City of Poughkeepsie.....	716,730 04	716,730 04	716,730 04	713,750 04	88,582 85
Coney Island and Brooklyn.....	1,125,403 12	1,191,213 29	1,214,867 35	1,215,924 88	1,246,024 88
Dry Dock, East Broadway and Battery.....	405,000 00	44,175 15	44,175 15	44,175 15	44,175 15
Dunkirk and Frettonia.....	31,810 08	81,816 08	33,851 75	33,916 75	33,916 75
East Genesee Street and Seward Avenue.....	1,782,903 09	1,823,076 37	1,800,637 17	1,805,702 42	1,805,702 42
Eighth Avenue.....	64,840 08	69,725 86	70,000 00	70,104 85	82,276 63
Elmira and Horseheads.....	44,756 92	44,756 92	46,708 30	47,733 62	47,733 62
Fifth Ward.....	9,500 00	10,777 00	10,777 00	10,777 00	10,777 00
Fonda and Fultonville.....	1,054,079 39	1,054,079 39	1,054,079 39	1,054,194 39	1,053,194 39
Forty-second Street and Grand Street Ferry.....	20,672 04	20,632 04	20,632 04	20,632 04	20,632 04
Frankfort and Ilion.....	67,870 37	68,529 81	70,917 84	72,880 90	73,029 81
Genesee and Water Street.....	314,908 82	16,942 16	18,460 41	18,300 41	18,460 41
Gloversville and Kingsboro.....	450,796 50	400,998 55	424,856 15	395,625 81	340,332 60
Grand Street and Newtown.....	287,802 95	287,502 95	288,002 95	280,277 95	428,332 60
Harlem Bridge, Morrisania and Fordham.....	17,083 11	18,740 53	18,861 87	18,861 87	280,277 95
Herkimer and Mohawk.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Houston, West Street and Pavonia Ferry.....	43,837 02	50,308 70	100,000 00	100,000 00	100,000 00
Jamaica, Woodhaven and Pavonia Ferry.....	91,707 64	91,707 64	50,713 70	50,713 70	50,713 70
Johnstown, Gloversville and Kingsboro.....	1,707 02	1,707 02	92,540 97	92,540 97	92,540 97
Kingsland and Rondout.....	20,750 00	20,750 00	20,750 00	20,750 00	20,750 00
Long Island City and Calvary Cemetery.....					

Long Island City Branch	14,360 00	100,484 81	170,460 03	173,072 25
Manhasset and Glen Head Branch	8,100 00	18,000 00	18,000 00	18,000 00
New Brighton and Coney Island	2,120 00	5,100 00	10,735 00	10,735 00
New York and Westchester	2,422 17	827,035 07	851,039 00	857,014 40
North Avenue Street and Middle Village	234,104 86	200,423 17	100,423 17	100,423 17
One Hundred and Twenty-fifth Street	.....	241,171 02	227,053 04	203,143 35
Park Avenue and Grand Central	2,301 02	1,005,323 02	1,104,405 60	1,000,000 00
Presbyterian Park and Brighton	2,000,017 58	273,001 30	270,800 03	1,213,233 03
Rochester Avenue	2,297,108 97	2,724,232 55	2,851,399 01	2,851,399 01
Seventh Avenue	.....	2,306,319 04	2,100,203 70	2,620,834 09
South Brooklyn Central	.....	.....	2,000,000 00	2,140,131 03
South Ferry	31,000 00	282,007 81	282,701 05	282,701 05
Schenck Island Shore	30,508 00	31,000 00	31,000 00	31,000 00
Schenck and Geddes	30,508 00	33,000 00	34,000 00	34,000 00
Schenck and Onondaga	30,005 58	31,211 73	34,000 00	34,000 00
Third Avenue	3,808,012 19	4,310,384 22	4,920,884 22	4,920,884 22
Troy and Albany	74,977 88	74,904 77	75,000 00	75,000 00
Troy and Cohoes	.....	50,000 00	50,000 00	50,000 00
Troy and Lansingburgh	37,030 34	312,134 94	306,004 94	299,971 94
Twenty-third Street	710,878 25	710,878 25	802,638 00	808,423 94
Union City and Birmingham	234,833 07	326,438 42	327,071 16	331,402 00
Union City and New York	.....	22,000 00	32,000 00	32,000 00
Union City and St. Paul	.....	27,000 00	27,000 00	27,000 00
Washington Street and State Asylum	10,000 00	21,004 45	25,000 00	25,143 00
Washington Street and State Asylum	10,000 00	21,004 45	25,000 00	25,143 00
West End and Glenwood	845,347 83	342,797 35	350,707 35	350,707 35
West End and Glenwood	.....	.....	.....	1,575 00

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL NUMBER OF PASSENGERS CARRIED.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	1,085,042	1,725,058	1,914,488	1,715,934	1,721,237
Amsterdam street.....	103,430	102,480	88,710	73,480	74,040
Astoria and Hunter's Point.....	.....	.....	.....	255,000	255,300
Atlantic Avenue.....	.....	.....	.....	5,081,751	5,027,837
Auburn and Otisco Lake.....	5,410,000	5,806,005	6,140,237	42,024	49,055
Babylon.....	105,204	85,005	95,501	.....	2,633
Beecker Street and Fulton Ferry.....	8,470	6,351	6,005	3,538	.....
Broadway (Brooklyn).....	5,122,461	4,859,785	5,087,678	3,895,730	4,238,910
Broadway and Seventh Avenue.....	4,067,987	4,377,732	4,007,206	.....	.....
Brooklyn City.....	10,005,584	19,708,206	19,915,723	19,438,335	18,452,557
Brooklyn City and Newtown.....	29,600,000	29,000,000	29,000,000	29,000,000	29,000,000
Brooklyn Cross-town.....	4,050,000	3,800,500	3,742,820	3,695,186	3,970,180
Buffalo East Side.....	3,929,775	3,711,810	3,577,713	3,678,068	4,230,068
Buffalo Street.....	684,340	1,106,625	1,474,761	1,132,914	1,195,676
Bushwick.....	3,831,345	3,818,477	3,708,227	3,661,203	3,184,021
Central City.....	1,407,407	1,103,565	2,680,124	8,818,105	4,255,475
Central Cross-town.....	412,377	1,471,044	2,066,127	2,005,853	2,320,286
Central Park, North and East River.....	14,376,767	1,487,022	9,698,180	2,193,817	2,356,876
Christopher and Tenth Street.....	550,531	14,041,150	15,998,536	13,021,001	13,860,004
City of Poughkeepsie.....	.....	1,827,645	1,831,263	.....	2,074,823
Coney Island and Brooklyn.....	3,501,193	3,690,373	3,407,675	3,457,783	3,326,037
Dry Dock, East Broadway and Battery.....	15,850,345	18,610,846	11,801,523	13,733,438	13,776,800
East Genesee Street and Seward Avenue.....	104,450	18,246,604	15,815,813	83,898	104,203
Eight Avenue.....	16,100,351	16,280,800	15,737,676	14,732,600	14,880,008
Elmhurst and Horseheads.....	.....	.....	20,000	133,688	284,000
Fifth Ward.....	205,988	200,710	24,144,319	278,434	200,317
Fonda and Fultonville.....	.....	15,758	1,412	11,260	18,550
Forty-second Street and Grand Street Ferry.....	6,711,732	6,913,607	6,636,115	6,392,352	6,704,154
Frankford and Lion Street.....	34,402	38,001	74,219	37,251	31,820
Genesee and Water Street.....	356,635	312,610	323,603	267,216	238,976
Gloversville and Kingsboro.....	.....	.....	.....	.....	.....
Grand Street and Newtown.....	1,703,380	1,813,750	1,758,185	1,610,240	1,701,700
Grand Street, Prospect Park and Flatbush.....	1,587,000	1,924,750	1,618,185	1,530,530	1,671,042
Harlem Bridge, Morrisania and Fordham.....	1,507,500	1,613,604	1,173,830	1,090,947	1,071,042
Herkimer and Mohawk.....	367,689	38,001	39,352	65,004	65,004
Houston, West Street and Tenth Avenue.....	1,323,312	3,311,317	3,124,192	3,218,000	3,827,201
Jamaica, West Street and Brooklyn.....	104,476	100,000	178,000	158,007	154,400
Johnstown, Gloversville and Kingsboro.....	13,504	168,253	117,132	103,800	196,100
Kingsden and Rondont.....	163,322	170,411	170,411	140,104	134,623
Long Island City and Calvary Cemetery.....	200,000	150,000	200,000	102,000	20,000
Long Island City Shore.....	.....	109,441	372,218	417,818	600,774

Midway and West Connecticut Valley	100,000	100,000	100,000
New Bedford and Middlesex	1,200,000	1,200,000	1,200,000
New Bedford and Dartmouth	1,200,000	1,200,000	1,200,000
New Bedford and Dartmouth (N.B.)	1,200,000	1,200,000	1,200,000
New Bedford	1,200,000	1,200,000	1,200,000
North Street and Middlesex (N.B.)	1,200,000	1,200,000	1,200,000
North Street and Canal Street	1,200,000	1,200,000	1,200,000
Providence and Woonsocket	1,200,000	1,200,000	1,200,000
Providence City and Brighton	1,200,000	1,200,000	1,200,000
Rochester and Woonsocket	1,200,000	1,200,000	1,200,000
Rochester Avenue	1,200,000	1,200,000	1,200,000
South Brooklyn Central	1,200,000	1,200,000	1,200,000
South Ferry	1,200,000	1,200,000	1,200,000
Staten Island Central	1,200,000	1,200,000	1,200,000
Syracuse and Geddes	1,200,000	1,200,000	1,200,000
Syracuse and Onondaga	1,200,000	1,200,000	1,200,000
Third Avenue	1,200,000	1,200,000	1,200,000
Troy and Albany	1,200,000	1,200,000	1,200,000
Troy and Lansingburgh	1,200,000	1,200,000	1,200,000
Twenty-third Street	1,200,000	1,200,000	1,200,000
Utica and Mohawk Street	1,200,000	1,200,000	1,200,000
Utica, Clinton and Binghamton	1,200,000	1,200,000	1,200,000
Van Brunt Street and Erie Basin	1,200,000	1,200,000	1,200,000
Washington Street and Erie Basin	1,200,000	1,200,000	1,200,000
Waterville Turnpike and Railroad	1,200,000	1,200,000	1,200,000

RAILROAD REPORT.

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COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF OPERATING ROAD.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$80,820 83	\$87,780 43	\$84,814 13	\$70,872 04	\$76,433 18
Asenburgh Street.....	3,901 50	3,468 30	2,625 04	2,574 57	2,670 92
Astoria and Hunter's Point.....	215,350 07	242,897 50	232,330 28	111,961 09	9,494 00
Atlantic Avenue.....	9,149 06	3,700 84	3,824 46	184,187 15	106,811 36
Adams and Owasco Lake.....	1,449 34	1,000 00	983 78	2,716 47	1,857 16
Babylon.....	804,888 02	100,326 23	917,388 78	.....	512 00
Beecker Street and Fulton Ferry.....	167,749 92	161,383 19	144,543 19	136,803 32	154,492 22
Broadway (Brooklyn).....	631,602 83	688,862 06	602,663 89	881,183 14	952,963 43
Broadway and Seventh Avenue.....	1,073,118 36	1,001,892 68	1,024,130 78	110,463 40	128,428 07
Brooklyn City.....	152,325 36	131,238 18	117,038 84	123,223 87	113,138 01
Brooklyn Crossdown.....	136,013 77	138,635 40	118,176 79	38,537 87	36,679 37
Brooklyn East Side.....	38,403 25	48,860 98	47,915 82	100,350 08	102,271 72
Buffalo Street.....	161,555 39	108,365 97	110,665 49	186,376 53	154,784 86
Bushwick.....	70,804 81	68,369 33	160,571 57	8,732 07	8,321 87
Central City.....	16,956 73	11,635 66	10,134 58	76,585 16	76,827 55
Central Crossdown.....	560,471 83	81,347 73	71,877 08	406,429 54	82,891 82
Central Park, North and East River.....	26,025 72	540,163 79	568,392 88	71,617 64	10,513 49
Christopher and Tenth Street.....	.....	77,101 23	74,651 93	.....	128,775 69
City of Troughkeepers.....	137,500 80	133,865 96	140,004 69	137,666 70	876,265 19
Coney Island and Brooklyn.....	636,601 11	633,420 87	500,305 74	408,446 40	2,084 65
Dry Dock, East Broadway and Battery.....	675 17	.....	2,250 69	2,124 73	4,416 34
Dunkirk and Frodoath.....	9,253 70	7,811 44	6,387 91	5,766 82	517,144 57
East Genesee Street and Seward Avenue.....	595,061 90	614,840 94	594,353 81	820,358 47	16,624 48
East Avenue.....	.....	.....	10,010 06	6,872 76	9,412 19
Emira and Horseheads.....	10,314 86	12,657 97	12,623 08	9,800 19	794 00
Fifth Ward.....	.....	815 57	917 00	963 13	.....
Fonda and Fultonville.....	.....	.....	.....	479 44	190,443 39
Forty-second Street Crossdown.....	264,747 99	247,117 64	228,848 23	202,301 08	1,352 85
Forty-second Street and Grand Street Ferry.....	2,852 91	2,712 77	2,712 86	2,210 80	11,558 60
Frankfort and Hoon.....	15,333 09	18,701 76	18,265 64	11,059 77	72,819 16
Genesee and Water Street.....	.....	2,050 32	1,875 00	.....	72,301 43
Gloversville and Kingsboro.....	76,755 28	65,601 97	68,114 55	77,316 93	50,661 38
Grand Street and Newtown.....	8,555 71	68,023 25	72,212 56	62,120 80	12,287 32
Grand Street, Prospect Park and Flatbush.....	69,934 23	81,963 50	68,044 72	50,176 82	12,388 48
Hartem Bridge, Morrisania and Fordham.....	2,773 29	2,892 65	2,682 72	101,674 17	.....
Herkimer and Mohawk Street.....	62,013 17	178,160 63	163,229 86	115,711 17	.....
Houston, West street and Pavonia Ferry.....	23,424 51	21,435 88	19,800 32	4,704 48	.....
Jenarab, Windham and Brooklyn.....	194 25	1,604 47	19,267 54	.....	.....

Kingston and Montreal	12,247 96	17,775 51	13,894 10	13,401 77	11,319 00
Long Island City Shore	8,202 90	12,074 56	0,354 02	3,003 10	1,317 25
Long Island City Shore	5,505 00	1,904 17	1,620 32	19,740 24	18,303 97
Long Island City and North Oronocho Valley	424,701 90	5,000 00	3,134 04	2,141 40	2,403 70
New Brighton and Flatbush	424,130 80	446,332 43	6,310 50	56,103 45	1,070 00
New York and Harlem	81,861 71	40,307 88	401,514 43	63,351 71	378,410 70
North Avenue	61,301 41	65,040 00	77,620 77	412,866 55	578,410 70
North Second Street and Middle Village	61,612 90	132,087 84	55,623 83	35,305 40	50,671 85
Park and Coney Island	546,630 91	70,767 85	13,818 01	69,237 84	50,671 85
Park and Coney Island	611,190 75	631,083 54	67,730 44	168,713 73	158,016 92
Rochester City and Brighton		601,837 80	503,379 99	502,083 26	602,106 92
Second Avenue		21,843 43	686,473 13	693,751 82	570,529 39
South Avenue		18,332 76	30,313 40	31,613 00	38,012 76
South Brooklyn Central		12,331 63	17,407 78	17,113 73	29,354 78
South Ferry		8,628 88	9,450 11	10,885 08	17,841 91
Staten Island Shore		8,068 84	7,777 51	8,030 65	8,037 45
Syracuse and Geddes		1,130,243 88	1,075,419 74	1,006,967 85	888,402 09
Trojan Avenue		13,822 08	14,016 71	13,785 16	12,068 79
Troy and Albany		157,181 73	136,126 90	103,754 65	106,211 48
Troy and Lansingburgh		116,405 53	130,309 95	273,737 42	290,382 68
Twenty-third Street		40,585 33	36,693 61	33,314 78	27,355 21
Ulster, Clinton and Binghamton		13,480 96	2,159 83	1,616 83	1,609 43
Ulster and Mohawk Street		1,774 25	12,318 77	11,910 61	10,377 35
Van Brunt Street and Erie Basin		1,774 25	2,190 85	1,986 96	2,370 79
Washington Street and State Asylum		65,760 33	62,154 71	63,265 34	52,002 36
Waterlot Turnpike and Railroad					

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EARNINGS FROM PASSENGER TRANSPORTATION.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$92,710 34	\$94,966 21	\$105,206 81	\$94,376 36	\$91,638 00
Amsterdam Street.....	5,421 00	4,280 60	3,692 50	2,851 60	2,984 80
Astoria and Hunter's Point.....				13,780 00	10,612 00
Atlantic Avenue.....				283,254 34	243,282 46
Auburn and Onawa Lake.....	274,514 80	267,676 85	300,871 61	477 70	2,351 02
Babylon.....	4,835 68	4,269 62	4,248 51		438 80
Bleecker Street and Fulton Ferry.....	1,732 80	1,503 94	1,001 10	184,786 81	208,285 77
Broadway (Brooklyn).....	256,623 05	213,108 27	254,333 96	971,016 78	922,027 88
Broadway and Seventh Avenue.....	203,222 86	218,697 03	204,813 83	1,490,528 40	1,460,410 76
Brooklyn City.....	933,279 21	935,411 33	995,786 19	180,469 31	183,831 66
Brooklyn City and Newtown.....	1,478,522 63	1,416,537 26	1,448,345 01	175,105 45	203,286 76
Brooklyn Crossover.....	200,884 39	192,475 53	184,951 98	60,783 07	60,783 07
Brooklyn Crosstown.....	173,089 14	174,930 03	166,633 06	156,892 79	170,591 75
Buffalo East Side.....	37,490 90	62,332 30	74,147 04	189,455 84	217,773 73
Buffalo Street.....	213,612 69	200,311 95	181,476 81	11,007 85	15,116 86
Bushwick.....	74,895 35	74,679 31	134,021 16	104,940 84	691,973 04
Central City.....	19,704 15	17,893 33	15,073 56	93,911 80	103,716 15
Central Park, North and East River.....	709,631 12	719,876 82	712,217 04		12,736 47
Christopher and Tenth Street.....	27,076 89	91,377 29	92,564 66		17,798 74
City of Pomquetkepsie.....			172,463 47	687,671 42	688,974 54
Coney Island and Brooklyn.....	187,704 34	189,769 01	744,717 63	6,214 31	6,445 73
Dry Dock, East Broadway and Battery.....	795,517 34	786,514 29	7,694 85	3,948 32	4,202 46
Dunkirk and Fredonia.....		9,935 20	6,098 16	737,644 93	714,469 89
East Genesee Street and Seward Avenue.....	8,808 17	8,174 27	78,633 75	8,323 55	15,630 39
Elm Street.....	805,017 71	814,275 05	50,000 00	11,767 13	12,357 19
Elmira and Horseheads.....			10,864 94	925 11	927 50
Fifth Ward.....	13,319 50	12,118 34	1,288 49	313,117 60	335,207 73
Fonda and Fultonville.....		1,065 26	1,288 49	5,745 62	1,758 86
Forty-second Street and Grand Street Ferry.....	335,538 13	340,738 33	331,897 25	12,703 68	14,167 71
Frankfort and Ilion.....	6,203 54	6,920 10	5,819 00		
Genesee and Water Street.....	16,634 09	10,749 03	16,913 00		
Gloversville and Kingsboro.....		2,018 74	1,372 05		
Grand Street and Newtown.....	89,844 47	90,786 48	87,869 79	94,116 19	96,356 73
Grand Street, Prospect Park and Flatbush.....	79,398 06	76,137 07	77,304 38	76,036 85	83,552 87
Harlem Bridge, Morrisania and Fordham.....	90,709 03	82,676 35	82,078 77	76,317 40	75,863 41
Herkimer and Mohawk.....	5,292 75	6,066 85	5,749 55	8,903 78	3,541 05
Houston, West Street and Payonia Ferry.....	83,217 01	290,462 86	187,451 50	107,817 99	167,503 03
Jamaica, Woodhaven and Brooklyn.....	19,678 29	16,682 17	18,515 11	13,206 16	14,196 50
Johnstown, Gloversville and Kingsboro.....	1,416 83	7,183 61	8,786 46	8,314 97	9,126 35
Kingston and Rondout.....	18,466 19	15,899 00	13,532 27	11,203 03	10,301 19
Long Island City and Calvary Cemetery.....	13,230 00	9,000 00	12,835 00	6,550 00	1,625 00

RAILROAD REPORT.

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Long Island City shore.....	2,500 40	70,904 75	91,064 11	22,545 71
Mohawk and Hudson.....	47,841 50	7,476 10	6,400 00	1,005 05
New Brighton and Flatbush.....	502,702 30	64,002 00	2,009 00	9,130 00
New York Harbor.....	141,442 42	101,278 16	62,301 47	85,324 70
North Second Street and Middle Village.....	65,858 00	660,642 55	77,078 87	632,385 78
Prospect Park and Coney Island.....	97,175 84	108,064 85	57,347 83	70,081 50
Rockefeller City and Brighton.....	701,613 74	229,336 40	290,350 05	56,771 04
Second Avenue.....	750,149 70	111,502 43	93,192 83	225,325 03
Sixth Avenue.....	752,321 31	754,022 30	779,175 83	112,890 44
South Brooklyn Central.....	.....	883,721 86	850,018 38	306,128 64
South Ferry.....	30,174 91	.....	9,933 49	50,795 05
Staten Island Shore.....	20,504 87	48,346 92	47,749 83	47,371 67
Syracuse and Geddes.....	16,315 15	18,803 09	17,871 11	47,371 43
Syracuse and Onondaga.....	13,786 77	14,814 09	13,471 03	17,394 43
Tenafly Avenue.....	.....	13,743 25	12,499 80	12,499 80
Tenafly and Fairbush.....	1,494,311 30	1,750,572 81	11,413 95	12,499 80
Twenty-third Street.....	21,084 80	18,103 84	1,679,296 58	1,679,296 58
Union, Clinton and Birmingham.....	172,580 67	181,562 00	16,981 10	17,162 23
Utica and Mohawk Street.....	164,115 46	176,900 38	162,688 12	166,025 61
Vernum Street and Erie Basin.....	48,084 23	46,434 25	434,174 50	483,430 30
Washington Street and State Asylum.....	21,929 01	1,961 24	38,541 40	38,683 84
Watervliet Turnpike and Railroad.....	1,289 50	16,370 54	1,876 97	1,950 92
	36,467 50	2,046 25	12,539 71	10,627 04
		1,811 25	1,811 25	2,567 21
		81,432 38	78,834 69	75,224 20

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL EARNINGS.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$110,953 95	\$131,000 40	\$112,587 32	\$101,830 43	\$102,993 65
Astoria Street.....	5,421 00	4,280 60	3,692 50	2,854 00	2,084 80
Astoria and Hunter's Point.....	295,046 54	376,019 10	317,252 85	11,435 00	11,212 00
Atlantic Avenue.....	4,855 63	4,303 62	4,348 51	305,733 70	278,752 84
Arbun and Owasco Lake.....	1,732 80	1,303 91	1,101 10	2,969 61	2,351 02
Babylon.....	259,040 34	246,787 39	256,923 13	477 70	438 90
Becker Street and Fulton Ferry.....	311,548 30	225,866 31	216,070 18	201,794 22	216,853 04
Bowling and Seventh Avenue.....	540,872 81	1,004,802 35	1,014,874 32	945,578 41	690,578 41
Brooklyn City.....	1,514,414 67	1,498,316 57	1,493,404 41	1,465,317 16	1,431,639 96
Brooklyn City and Newtown.....	206,023 67	198,710 72	190,001 98	185,044 85	197,477 85
Brooklyn Cross-town.....	174,928 95	178,943 30	173,470 80	178,411 86	206,817 80
Buffalo East Side.....	133,550 02	309,975 51	168,524 01	82,407 45	62,859 32
Buffalo Street.....	287,682 86	411,006 03	292,856 44	194,060 91	177,378 05
Bushwick.....	77,023 87	176,810 66	230,930 07	193,269 03	220,471 01
Central City.....	19,929 15	18,328 67	15,213 26	14,182 85	15,422 95
Central Cross-town.....	731,709 33	74,979 50	100,987 44	111,184 75	119,900 60
Central Park, North and East River.....	773,315 52	773,315 52	818,926 47	773,519 65	721,500 80
Christopher and Tenth Street.....	57,476 55	93,112 20	53,432 86	53,109 39	165,732 50
City of Poughkeepsie.....	225,020 46	267,280 03	175,069 72	188,750 80	16,119 79
Dry Dock, East Broadway and Battery.....	501,719 91	937,476 45	849,022 35	686,822 03	701,384 13
Dunkirk and Fredonia.....	3,600 00	3,600 00	8,780 48	7,314 24	5,514 24
East Genesee Street and Seward Avenue.....	8,697 42	10,077 25	6,036 16	4,173 32	4,242 46
Eighth Avenue.....	823,159 10	839,784 71	818,372 35	757,479 36	745,110 88
Elmira and Horseheads.....	13,325 60	5,504 91	26,000 00	13,645 28	15,718 28
Fifth Ward.....	13,325 60	12,313 52	21,922 94	14,690 70	13,470 84
Fonda and Fultonville.....	346,778 64	1,086 00	1,532 15	1,109 00	1,277 40
Forty-second Street and Grand Street Ferry.....	24,538 71	348,096 80	336,853 47	317,455 35	336,563 83
Genesee and Water Street.....	10,891 92	21,310 24	17,658 21	2,805 69	1,788 46
Gloversville and Kingsboro.....	143,338 05	95,246 66	151,912 95	101,067 63	98,818 30
Grand Street and Newtown.....	94,333 05	97,905 22	115,301 81	90,321 53	81,479 21
Harlem Bridge, Morrisania and Fordham.....	6,850 75	6,391 40	83,813 41	77,250 65	71,731 05
Herkimer and Mahwah.....	84,054 90	238,025 33	204,969 00	4,394 16	3,051 75
Houston, West Street and Pavonia Ferry.....	23,019 30	28,925 33	294,969 00	298,152 43	181,282 43
Jamaica, Woodhaven and Brooklyn.....	21,410 33	10,231 48	12,801 70	26,679 01	16,513 60
Johnston, Gloversville and Kingsboro.....	21,735 78	18,441 03	12,782 10	19,119 06	16,100 04
Kingsboro and Rondout.....	14,111 06	9,360 98	12,498 00	13,013 65	16,488 00
Long Island City and Calvary Cemetery.....				6,430 00	1,655 00

Long Island City station.....	15,571 54	20,791 80	28,510 54	94,708 17	28,151 07
Long Beach and Tibon Onondaga Valley.....	2,260 70	19,571 80	4,011 76	5,405 04	3,335 30
New Brighton and Flatbush.....	74,180 73	2,125 00	65,986 08	2,325 80	3,197 00
New York and Harlem.....	604,330 60	734,009 44	707,401 05	67,080 80	965,713 64
Ninth Avenue.....	101,500 94	100,330 00	99,703 95	78,002 08	745,063 84
North Second Street and Middle Village.....	81,280 53	148,451 25	62,706 43	94,830 20	75,334 57
Prospect Park and Valley Island.....	136,227 88	151,178 29	233,678 40	94,830 20	932,193 14
Rochester City and Brighton.....	700,673 76	122,866 75	133,704 61	731,135 00	115,076 00
Second Avenue.....	780,410 82	786,213 12	789,274 48	890,552 00	897,049 44
Sixth Avenue.....	.....	863,740 43	909,129 15	890,552 00	848,324 80
South Brooklyn Central.....	.....	31,791 05	48,466 92	4,993 40	52,197 19
South Ferry.....	30,979 87	18,288 63	19,375 27	47,749 83	48,026 91
Syracuse and Geddes.....	17,393 83	15,619 28	15,663 82	19,174 97	18,274 97
Syracuse and Onondaga.....	.....	11,382 75	13,439 52	14,219 10	13,481 30
Third Avenue.....	14,871 77	1,824,148 91	1,780,809 30	1,919 64	13,769 66
Troy and Albany.....	1,685,021 84	18,010 84	19,283 65	17,135 38	1,717,351 79
Troy and Lansingburgh.....	21,453 17	170,325 41	184,518 50	108,666 35	308,450 06
Twenty-third Street and Kensington.....	167,460 20	168,116 41	180,084 18	511,073 97	501,052 76
Utica, Clinton and Mohawk Street.....	49,230 07	48,990 41	47,663 25	39,438 40	38,626 44
Utica and Mohawk Street.....	.....	.....	1,697 24	1,876 97	1,969 40
Van Brunt Street and Erie Basin.....	22,016 01	18,141 71	16,444 64	13,465 90	1,663 54
Washington Street and State Asylum.....	1,269 50	1,169 00	2,046 23	1,811 25	2,597 21
Watervliet Turnpike and Railroad.....	59,471 26	86,238 19	83,853 85	92,821 32	77,474 00

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR TRANSPORTATION EXPENSES.				
	1874.	1875.	1876.	1877.	1878.
Albany	\$55,883 61	\$92,983 77	\$92,178 17	\$84,083 47	\$85,390 60
Amsterdam Street	1,079 30	3,138 92	2,742 37	2,731 30	2,929 48
Astoria and Hunter's Point .....	.....	.....	.....	12,461 00	11,704 00
Atlantic Avenue	231,845 63	259,308 08	240,783 59	195,901 83	178,170 67
Auburn and Owasco Lake	5,670 44	3,968 95	4,079 12	2,834 50	1,883 60
Babylon	3,947 34	2,293 50	1,976 21	803 00	687 00
Blackwell Street and Fulton Ferry	213,183 24	191,793 94	297,737 20	.....	.....
Broadway (Brooklyn)	178,954 46	171,070 48	158,553 49	150,932 15	139,570 59
Broadway and Seventh Avenue	692,140 36	786,541 18	697,414 85	644,069 53	674,699 54
Brooklyn City	1,401,628 67	1,174,975 02	1,190,959 67	1,195,489 51	1,174,882 40
Brooklyn City and Newtown	137,180 99	137,477 10	135,068 19	135,469 66	139,182 38
Brooklyn Gowanus	145,952 34	141,035 87	125,419 90	131,282 83	132,133 76
Buffalo East Side	291,979 61	59,341 63	59,239 10	41,780 91	39,401 02
Buffalo Street	179,603 51	178,182 73	195,472 66	169,624 39	118,446 46
Bushwick	71,194 81	60,475 31	114,170 78	157,489 74	169,963 36
Central City	20,299 78	14,198 23	14,198 22	10,663 11	10,328 00
Central Park .....	.....	86,891 78	74,757 68	70,875 53	81,815 14
Central Park, North and East River	628,581 36	579,018 83	305,650 58	489,339 82	476,617 59
Christopher and Tenth Street	28,028 66	57,435 04	57,401 79	81,140 93	91,314 23
City of Poughkeepsie .....	.....	.....	.....	.....	81,212 31
Concord, Town .....	.....	.....	.....	.....	139,570 59
Concord, Brooklyn	153,708 10	169,487 39	131,542 76	146,638 32	139,784 75
Dry Dock, East Broadway and Battery	641,154 42	616,130 16	590,749 94	456,987 80	429,027 77
Dunkirk and Flatbush .....	.....	.....	2,061 70	2,678 27	2,891 01
East Genesee Street and Seward Avenue	3,815 27	8,693 35	6,252 34	8,941 96	4,469 01
Elgin Avenue	686,619 15	763,372 66	682,884 03	583,696 57	577,960 60
Elmira and Horseheads .....	.....	.....	11,825 21	18,277 47	19,212 59
Fifth Ward	13,968 81	14,135 61	13,829 17	16,864 63	16,444 14
Fonda and Fultonville .....	.....	.....	1,639 00	969 13	834 00
Forty-second Street and Grand Street Ferry	298,551 80	291,150 02	292,931 09	231,765 03	217,612 46
Frankfort and Union	3,784 94	16,814 44	3,160 31	3,872 57	1,836 80
Genesee and Water Street	16,097 84	17,915 76	14,854 31	12,904 15	13,268 60
Governorsville and Kingsboro .....	.....	2,363 69	1,754 48	.....	.....
Grand Street and Newtown	81,752 73	70,891 83	71,670 93	82,439 89	71,757 60
Grand Street, Prospect Park and Flatbush	89,594 39	74,878 13	78,812 54	63,063 77	75,627 39
Harlem Bridge, Morrisania and Fordham	82,843 02	92,692 69	71,615 64	60,635 50	57,912 01
Herkimer and Mohawk .....	.....	3,800 71	3,428 84	3,333 96	3,457 82
Houston, West Street and Tuxedo Park	65,044 54	188,608 29	171,717 60	179,301 55	176,482 80
Jamaica, Woodhaven and Brooklyn	24,219 36	21,812 96	18,588 30	18,464 19	12,796 82
Johannston, Gloversville and Kingsboro	900 25	7,882 47	10,697 59	16,140 66	12,503 42
Kingsdown and Rondout	20,692 77	19,390 27	16,130 31	14,329 58	11,869 01
Long Island City and Calvary Cemetery	11,780 16	7,245 60	7,808 00	6,232 00	2,857 25

RAILROAD REPORT.

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Long Island City Branch	17,425 40	31,270 00	31,798 00	10,508 23
Manhasset Neck Branch	1,065 14	8,000 28	3,440 00	2,832 76
New York and Harlem	61,352 69	1,540 00	3,074 00	1,800 96
North Avenue	498,967 37	62,700 00	62,150 00	437,328 66
North Second Street and Conboy Island	92,967 63	10,000 00	62,177 97	57,452 21
Prospect Park and Brighton	78,373 75	10,000 00	62,177 97	57,452 21
Harlem City and Brighton	107,589 00	10,000 00	62,177 97	57,452 21
Second Avenue	77,017 72	10,000 00	62,177 97	57,452 21
Sixth Avenue	641,500 00	10,000 00	62,177 97	57,452 21
South Brooklyn Central	674,041 00	10,000 00	62,177 97	57,452 21
South Ferry	25,297 80	10,000 00	62,177 97	57,452 21
Staten Island Shore	20,000 00	10,000 00	62,177 97	57,452 21
Synagogue and Geddes	13,005 63	10,000 00	62,177 97	57,452 21
Third Avenue	1,213,220 85	10,000 00	62,177 97	57,452 21
Troy and Albion	1,015 60	10,000 00	62,177 97	57,452 21
Troy and Lansingburgh	10,830 36	10,000 00	62,177 97	57,452 21
Twenty-third Street	138,147 88	10,000 00	62,177 97	57,452 21
Utica, Clinton and Binghamton	43,085 67	10,000 00	62,177 97	57,452 21
Utica and Adirondack Street	14,303 30	10,000 00	62,177 97	57,452 21
Van Brunt Street and Erie Basin	1,789 75	10,000 00	62,177 97	57,452 21
Washington Street and State Asylum	1,789 75	10,000 00	62,177 97	57,452 21
Waterville Turnpike and Railroad	75,730 07	10,000 00	62,177 97	57,452 21

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR INTEREST.				
	1874.	1875.	1876.	1877.	1878.
Albany	\$4,376 25	\$5,981 11	\$6,289 18	\$6,269 90	\$6,124 61
Amsterdam Street			11 77	11 77	11 77
Amsterla and Hunter's Point					1,540 75
Atlantic Avenue	32,692 73	31,593 90	36,192 46	40,980 83	33,078 19
Atlin	1,374 14	1,396 21	1,321 92	1,377 93	1,408 75
Beecker Street and Fulton Ferry	61,399 37	95,945 02	16,493 76		17,727 05
Broadway (Brooklyn)	16,048 69	16,493 05	16,083 76	15,000 00	119,000 00
Broadway and Seventh Avenue	121,135 00	120,316 67	122,040 11	120,000 00	120,000 00
Brooklyn City	20,144 69	20,801 72	22,665 07	22,500 00	27,649 85
Brooklyn City and Newtown	20,333 00	21,690 19	22,977 42	21,721 53	21,121 15
Brooklyn Greenstow	21,981 17	21,915 00	21,840 00	21,630 00	21,630 00
Buffalo East Side	5,576 44	5,185 12	14,693 11	13,375 55	13,085 41
Buffalo Street	46,627 13	64,350 97	37,179 13	43,605 70	43,624 84
Canal	8,569 02	9,230 27	15,446 46	23,582 75	22,143 93
Canal City	388 47	7,600 00	14,986 85	24,530 90	19,000 00
Central City		82,100 02	84,496 82	84,460 89	84,751 79
Central City and East River	84,147 92	5,210 28	5,910 40	5,592 31	7,892 84
Christopher and Tenth Street	2,479 16				21,004 02
City of Poughkeepsie	28,375 55	22,893 31	22,483 04	21,411 39	66,000 84
City Island and Brooklyn	60,575 75	71,858 21	73,133 78	65,332 42	66,170 83
Dry Dock, East Broadway and Battery		1,073 85	1,023 15	1,283 35	15,320 00
East Green Street and Seward Avenue	10,241 35	10,465 00	10,226 00	21,457 39	1,530 43
Elgin Avenue		1,180 00		1,174 39	1,530 00
Elgin and Horseheads	853 62	1,639 45	1,154 34	1,888 44	1,530 00
Fort-second Street and Grand Street Ferry	16,520 00	16,520 00	16,520 00	16,520 00	16,520 00
Frankfort and Union Street	1,260 00	3,801 00	289 33	59 71	
Genesee and Water Street		1,512 50	1,535 94	1,407 00	1,380 50
Gloverville and Kingsboro		18 19	88 40		
Grand Street and Newtown	7,232 79	7,164 92	6,563 98	11,441 91	11,560 81
Grand Street, Prospect Park and Flatbush	63,833 66	14,657 49	35,080 87	23,814 66	23,573 04
Harlem Bridge, Morrisania and Fortham	9,638 66	9,139 16	10,224 06	10,220 00	86,072 01
Houston, West Street and Fawcett Ferry	523 30	36,664 98	35,311 26	35,108 67	
Kingsboro, Gloverville and Kingsboro	61 23	81 18	1,210 40		354 00
Kingsboro and Rondout		579 56	3,560 10	462 30	140 00
Long Island City and Calvary Cemetery			93 70		
Long Island City Shore					
Mohawk and Union	28 64	427 46			
New Brighton and Onondaga Valley	140 00	140 00	140 00	227 50	371 00
New Williamsburg and Flatbush				1,643 00	3,475 08
Ninth Avenue	14,472 50	14,867 83	14,717 50	14,490 00	14,472 50

Fourth Avenue Street and Ninth Village	1,404 00	8,010 18	4,721 28	9,892 17	1,003 11
Prospect Park and Coney Island	1,404 00	41,700 70	106,483 23	30,404 00	97,027 31
Brooklyn City and Brighton	1,404 00	94,072 00	107,400 04	112,118 85	12,174 32
South Avenue	310,000 00	39,050 00	29,020 00	29,053 00	17,835 04
South Brooklyn Central	1,750 00	5,866 41	10,345 16	11,390 30	29,729 60
Stuyvesant and Coney	1,750 00	1,750 00	1,750 00	1,750 00	1,750 00
Stuyvesant and Coney	1,750 00	1,750 00	1,750 00	1,750 00	1,750 00
Third Avenue	578 94	417 28	344 52	357 78	279 87
Ten and Allen	140,000 00	140,079 08	140,000 00	140,000 00	140,000 00
Ten and Lexington	2,719 05	2,409 41	2,470 25	2,917 00	2,460 00
Twenty-third Street	16,194 94	14,585 00	23,225 00	14,585 00	10,468 10
Urban and Madison Street	324,225 00	23,225 00	150 00	41,225 07	77,119 00
Van Brunt Street and Erie Basin	1,050 00	1,050 00	1,050 00	1,050 00	1,050 00
Waterlot Turnpike and Railroad	8,630 00	9,069 67	8,092 00	8,750 56	9,127 51

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR INTEREST.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$4,376 25	\$5,381 11	\$6,239 18	\$6,269 90	\$6,124 61
Anastasia Street.....	.....	.....	.....	.....	11 77
Astoria and Hunter's Point.....	82,487 73	31,662 96	36,192 46	40,980 83	33,078 12
Atlantic Avenue.....	1,274 14	1,696 21	1,321 92	1,377 92	1,408 76
Adams and Otisano Lake.....	61,886 37	26,945 02	436 50	.....	.....
Bleeker Street and Fulton Ferry.....	16,044 59	16,423 06	16,061 76	15,605 59	17,723 05
Broadway (Brooklyn).....	121,135 00	126,316 67	122,040 11	119,000 00	119,000 00
Brooklyn City.....	30,446 99	26,301 72	29,966 67	25,600 00	27,669 65
Brooklyn City and Newtown.....	29,833 00	33,920 19	32,277 42	31,721 63	31,121 15
Brooklyn Crostown.....	21,981 17	21,915 00	21,840 00	21,630 00	21,630 00
Buffalo East Side.....	5,876 44	8,185 12	14,693 11	13,375 55	15,085 41
Buffalo Street.....	46,667 13	51,350 97	37,179 13	43,605 70	43,928 64
Bushwick.....	8,668 98	9,230 27	16,446 46	23,562 75	22,731 32
Central City.....	388 47	420 00	420 00	420 00	420 00
Central Crostown.....	.....	7,000 00	14,986 85	24,530 39	17,576 62
Central Park, North and East River.....	84,147 53	82,191 02	84,499 82	84,450 99	84,751 79
Christopher and Tenth Street.....	2,479 16	5,210 25	5,910 40	5,592 81	7,862 96
City of Troughkeepsie.....	.....	.....	.....	.....	502 22
Coney Island and Brooklyn.....	22,376 55	22,893 31	22,483 04	21,411 39	21,020 62
Dry Dock, East Broadway and Battery.....	89,757 75	71,398 21	75,133 78	65,232 48	66,494 84
East Genesee Street and Seward Avenue.....	276 60	1,978 85	1,023 15	1,205 35	1,173 83
Eleventh Avenue.....	10,291 36	10,665 00	10,290 00	21,487 20	16,220 00
Elmira and Horseheads.....	.....	1,190 00	.....	1,174 99	1,230 43
Fifth Ward.....	853 62	1,639 45	1,154 34	1,888 44	1,600 90
Forty-second Street and Grand Street Ferry.....	16,520 00	16,520 00	16,520 00	16,520 00	16,520 00
Frankfort and Ilion.....	248 50	301 00	289 33	59 71	.....
Frankfort and Water Street.....	1,260 00	1,312 50	1,635 61	1,407 00	1,396 50
Genesee and Kingsboro.....	.....	18 19	88 46	.....	.....
Gloversville and Newtown.....	7,223 79	7,164 82	6,563 88	11,441 91	11,668 81
Grand Street and Prospect Park and Flatbush.....	63,833 06	14,537 49	35,686 87	23,314 66	25,973 04
Harlem Bridge, Morrisania and Flatbush.....	9,638 06	9,199 15	10,224 66	10,220 00	10,220 00
Houston, West Street and Pavonia Ferry.....	523 30	35,664 98	35,351 26	35,108 67	35,472 61
Johnstown, Gloversville and Kingsboro.....	61 23	81 18	1,210 40	.....	354 00
Kingston and Rondout.....	210 95	379 59	386 16	462 30	140 00
Long Island City and Calvary Cemetery.....	.....	.....	3,500 00	.....	.....
Long Island City Shore.....	.....	.....	93 75	.....	.....
Long Island City.....	28 64	427 46	.....	.....	.....
Mohawk and Ilion.....	140 00	140 00	140 00	237 50	371 00
New Brighton and Onondaga Valley.....	181 16	.....	.....	1,643 00	3,675 08
New Williamsburg and Flatbush.....	.....	.....	.....	14,490 00	14,472 50
Ninth Avenue.....	14,472 50	14,387 33	16,717 50	.....	.....

North Second Street and Stiche Village	1,100 00	3,010 18	4,024 96	2,322 17	1,000 11
Franklin Park	98,766 00	91,760 70	30,423 21	30,404 00	27,837 31
Grand Ferry and Brighton	29,080 00	94,470 00	10,700 13	10,540 25	12,174 32
Sixth Avenue	29,080 00	29,080 00	10,700 13	11,301 00	117,825 64
South Brooklyn Central	1,750 00	5,806 41	20,080 00	20,082 00	20,120 00
South Ferry	1,750 00	1,750 00	3,700 40	11,800 20	8,700 00
Sydenham and Geddes	578 94	1,750 00	3,700 40	4,700 00	11,800 00
Tenth Avenue	140,000 00	417 28	344 00	4,700 00	11,800 00
Troy and Alda	2,710 00	140,679 68	840,000 00	237 78	1,200 00
Troy and Lansingburgh	10,104 94	2,008 91	2,470 35	140,000 00	270 87
Twenty-third Street	320,225 00	14,809 61	13,460 03	14,000 00	10,800 00
Union and Mohawk Street	1,036 82	20,225 00	20,225 00	41,925 07	2,400 00
Via Brun Street and Erie Basin	8,530 00	1,000 00	1,000 00	1,000 00	77,100 00
Watervliet Turnpike and Railroad	8,530 00	9,000 67	8,092 00	8,705 56	1,000 00
					9,427 01

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR DIVIDENDS.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$13,300 00	\$12,000 00	\$12,000 00	\$5,000 00	\$5,000 00
Amsterdam Street.....	963 00	1,500 00	1,900 00	.....	.....
Atlantic Avenue.....	.....	8,783 00	.....	.....	16,815 00
Broadway (Brooklyn).....	24,000 00	24,000 00	24,000 00	24,000 00	24,000 00
Broadway and Seventh Avenue.....	185,000 00	126,000 00	126,000 00	192,500 00	192,500 00
Brooklyn City.....	280,000 00	260,000 00	260,000 00	280,000 00	280,000 00
Brooklyn Cross-town.....	.....	.....	25,106 00	12,226 00	.....
Bushwick.....	10,000 00	.....	.....	.....	.....
Central City.....	2,000 00	4,000 00	2,000 00	2,000 00	16,450 00
Central Park, North and East River.....	.....	96,000 00	84,157 50	84,150 00	103,553 30
Dry Dock, East Broadway and Battery.....	96,000 00	.....	96,000 00	84,000 00	96,000 00
Dunkirk and Fredonia.....	.....	3,153 00	.....	.....	3,046 00
Elgin Avenue.....	120,000 00	120,000 00	120,000 00	120,000 00	120,000 00
Forty-second Street and Grand Street Ferry.....	67,625 00	67,320 00	74,800 00	74,800 00	82,280 00
Grand Street and Newtown.....	.....	.....	.....	10,200 00	.....
Jerkermer and Mohawk.....	1,870 00	2,350 00	1,870 00	1,700 00	1,700 00
Johnstown, Gloversville and Kingsboro.....	.....	.....	.....	.....	800 00
Mohawk and Ilion.....	1,200 00	1,500 00	4,800 00	1,800 00	1,200 00
New York and Harlem.....	180,000 00	181,000 00	181,000 00	181,000 00	283,500 00
Rochester City and Brighton.....	.....	.....	.....	3,473 02	10,500 00
Second Avenue.....	47,440 00	24,000 00	96,000 00	96,000 00	75,000 00
Sixth Avenue.....	1,750 00	70,000 00	75,000 00	75,000 00	.....
Syracuse and Genesee.....	.....	2,000 00	2,000 00	.....	2,500 00
Syracuse and Onondaga.....	.....	.....	.....	2,800 00	4,550 00
Third Avenue.....	170,000 00	180,000 00	310,000 00	230,000 00	515,000 00
Troy and Lansingburgh.....	.....	.....	10,000 00	20,000 00	23,500 00
Twenty-third Street.....	24,000 00	24,000 00	42,000 00	45,000 00	45,000 00
Van Brunt Street and Erie Basin.....	2,625 00	2,625 00	2,625 00	2,625 00	54,750 00
Watervliet Turnpike and Railroad.....	9,600 00	6,000 00	12,000 00	.....	.....

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	1874.						1875.						1876.						1877.						1878.					
	Passen- gers.		Em- ployes.		Others.		Passen- gers.		Em- ployes.		Others.		Passen- gers.		Em- ployes.		Others.		Passen- gers.		Em- ployes.		Others.		Passen- gers.		Em- ployes.		Others.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Ninth Avenue.....	2			1	1	1																								
North Second St. and Middle Vill.	2																													
Prospect Park and Coney Island.																														
Rochester City and Brighton.....	4	1																												
Second Avenue.....	7		4	2	2	2																								
Sixth Avenue.....	2	6	1	1	1	1																								
South Ferry.....																														
Staten Island Shore.....																														
Syracuse and Geddes.....																														
Third Avenue.....	3	1	3	1	1	1																								
Troy and Lansingburgh.....																														
Twenty-third Street.....																														
Utica, Clinton and Binghamton.....																														
Washington St. and State Asylum.																														
Watervliet Turnpike and R. E.	1			1	1	1																								

ACCIDENTS.

DEDUCTIONS

FROM THE

REPORTS OF SEVERAL OF THE PRINCIPAL COMPANIES FOR SEVENTEEN YEARS, SHOWING: 1. AVERAGE SUM RECEIVED PER TON PER MILE FOR FREIGHT; 2. AVERAGE COST PER TON PER MILE TRANSPORTING FREIGHT; 3. PERCENTAGE OF TRANSPORTATION EXPENSES TO GROSS EARNINGS.

1862.

NAME OF ROAD.	AVERAGE PER TON PER MILE.		Per cent of transportation expenses on gross earnings.
	Received for transporting.	Cost of transporting.	
	Cents.	Cents.	
Erie Railway.....	1.89	0.95	61.93
Hudson River.....	2.26	1.20	51.89
New York Central.....	2.23	1.39	59.93
Rome, Watertown and Ogdensburgh.....	3.12	1.97	49.79

1863.

Erie Railway.....	2.09	0.95	61.51
Hudson River.....	2.74	1.23	48.81
New York Central.....	2.38	1.55	69.79
Rome, Watertown and Ogdensburgh.....	2.92	2.14	52.37

1864.

Erie Railway.....	3.33	1.45	66.27
Hudson River.....	3.93	1.80	62.84
New York Central.....	2.72	2.00	71.91
Rome, Watertown and Ogdensburgh.....	3.28	2.67	55.33

1865.

Erie Railway.....	2.76	1.99	70.69
Hudson River.....	4.14	2.78	71.34
New York Central.....	3.31	2.52	77.87
Rome, Watertown and Ogdensburgh.....	4.13	4.16	69.17

1866.

Erie Railway.....	3.43	1.65	72.58
Hudson River.....	4.07	2.66	63.74
New York Central.....	3.92	2.07	75.49
Rome, Watertown and Ogdensburgh.....	3.68	3.43	65.83

1867.

Erie Railway.....	2.04	1.47	72.18
Hudson River.....	3.83	2.22	61.94
New York Central.....	2.53	1.89	76.20
Rome, Watertown and Ogdensburgh.....	3.74	2.99	55.72

1868.

Erie Railway.....	1.92	1.35	77.51
Hudson River.....	3.36	2.45	68.97
New York Central.....	2.59	1.64	64.24
Rome, Watertown and Ogdensburgh.....	3.58	3.24	74.83

1869.

Erie Railway.....	1.60	1.17	79.29
Hudson River.....	3.14	1.91	58.15
New York Central.....	2.21	1.30	58.09
Rome, Watertown and Ogdensburgh.....	3.70	2.84	62.35

ccix STATE ENGINEER AND SURVEYOR'S RAILROAD REPORT.

1870.

NAME OF ROAD.	AVERAGE PER TON PER MILE.		Per cent of transportation expenses on gross earnings.
	Received for transporting.	Cost of transporting.	
	Cents.	Cents.	
Erie Railway.....	1.38	0.98	74.62
Lake Shore and Michigan Southern.....	1.59	1.04	62.93
New York Central and Hudson River.....	1.86	1.15	63.36
Rome, Watertown and Ogdensburgh.....	3.75	2.92	64.12
1871.			
Erie Railway.....	1.43	1.01	71.06
Lake Shore and Michigan Southern.....	1.46	0.97	66.70
New York Central and Hudson River.....	1.65	1.01	61.60
Rome, Watertown and Ogdensburgh.....	3.82	3.19	68.19
1872.			
Boston and Albany.....	3.02	....	71.08
Erie Railway.....	1.53	0.98	68.55
Lake Shore and Michigan Southern.....	1.34	0.85	69.99
New York Central and Hudson River.....	1.59	1.13	64.29
New York and Oswego Midland.....	2.50	1.80	84.51
Rome, Watertown and Ogdensburgh.....	2.93	2.64	75.49
1873.			
Boston and Albany.....	1.96	....	75.95
Erie Railway.....	1.45	0.93	68.16
Lake Shore and Michigan Southern.....	1.37	0.87	69.69
New York Central and Hudson River.....	1.57	1.03	60.57
New York and Oswego Midland.....	2.47	3.30	136.80
Rome, Watertown and Ogdensburgh.....	2.77	2.45	74.62
1874.			
Boston and Albany.....	1.82	1.44	73.06
Erie Railway.....	1.31	0.91	72.92
Lake Shore and Michigan Southern.....	1.25	0.83	66.97
New York Central and Hudson River.....	1.48	0.98	58.03
New York and Oswego Midland.....	2.28	2.39	115.44
Rome, Watertown and Ogdensburgh.....	2.85	2.49	70.77
1875.			
Boston and Albany.....	1.53	1.09	67.59
Erie Railway.....	1.21	0.94	75.13
Lake Shore and Michigan Southern.....	1.04	0.71	73.19
New York Central and Hudson River.....	1.27	0.90	69.47
New York and Oswego Midland.....	2.61	2.55	106.33
Rome, Watertown and Ogdensburgh.....	2.89	2.84	77.45
1876.			
Boston and Albany.....	1.28	1.03	65.91
Erie Railway.....	1.09	0.88	77.16
Lake Shore and Michigan Southern.....	0.92	0.62	68.09
New York Central and Hudson River.....	1.05	0.71	57.49
New York, New Haven and Hartford.....	3.53	2.52	59.66
New York and Oswego Midland.....	2.76	2.96	90.33
Rome, Watertown and Ogdensburgh.....	3.10	2.13	77.28
1877.			
Boston and Albany.....	1.25	1.09	68.03
Erie Railway.....	0.98	0.75	74.10
Lake Shore and Michigan Southern.....	0.82	0.59	70.41
New York Central and Hudson River.....	1.01	0.69	55.23
New York, New Haven and Hartford.....	3.35	2.15	56.21
New York and Oswego Midland.....	2.74	2.44	93.08
Rome, Watertown and Ogdensburgh.....	2.55	2.28	73.04
[1878.			
Boston and Albany.....	1.46	0.99	68.54
Lake Shore and Michigan Southern.....	0.78	0.49	60.89
New York Central and Hudson River.....	0.93	0.80	53.81
New York, Lake Erie and Western*.....	0.97	0.67	67.96
New York, New Haven and Hartford.....	2.87	1.87	56.28
New York and Oswego Midland.....	2.92	2.47	90.36
Rome, Watertown and Ogdensburgh.....	2.63	2.27	71.10

* Formerly Erie, and includes eight months of Erie,

REPORTS
OF
STEAM RAILROAD COMPANIES.



(No. 1.)

ADIRONDACK.

STATE OF NEW YORK, }
County of Saratoga, } ss.:

THOMAS C. DURANT, Receiver, and CHARLES H. BALLARD, acting Superintendent of operations of the Adirondack Company, being severally sworn, each for himself deposes and says, that they have caused the statements embraced in the following report, relative to the operations of its railroad for the year ending September 30, 1878, to be prepared from the books of the Receiver, and that the same are true, according to the best of their knowledge, information and belief.

THOMAS C. DURANT,
C. H. BALLARD.

Subscribed and sworn to before me, }
this 31st day of December, 1878. }

EDGAR T. BRACKETT,

Notary Public, Saratoga county, N. Y.

The Receiver is unable, from the books and papers which have come into his possession, to give a statement of the construction expenditures in the railroad department of the company, or to properly apportion the stock and bonded indebtedness of the company to the different departments, but respectfully submits, as Receiver, a detailed statement of the railroad department for the fiscal year.

CHARACTERISTICS OF ROAD.

Length of road to Ogdensburgh (about).....	185 miles.
Length of road laid.....	60 "
Length of double track, including sidings.....	2.75 "
Weight of rail, per yard, on main track.....	56 to 60 lbs.
Number of engine-houses and shops.....	4
Number of engines.....	3
Number of first-class passenger cars.....	4
Number of baggage, mail and express cars.....	3
Number of freight cars.....	55

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	} 50,428
Number of miles run by freight trains.....	
Number of passengers (all classes) carried in cars.....	21,720
Number of miles traveled by passengers, or number of passengers carried one mile.....	603,574
Number of tons of 2,000 pounds, of freight carried in cars.....	16,150
Total movement of freight, or number of tons carried one mile.....	458,545
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	21
Rate of speed of same when in motion.....	27
Average rate of speed adopted by freight and accommodation trains, including stops.....	14
Rate of speed of same when in motion.....	18

ADIRONDACK

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	2,510
Of animals.....	1,858
Of vegetable food.....	497
Other agricultural products.....	1,235
Manufactures.....	7,143
Merchandise.....	2,254
Other articles.....	653
Total.....	<u>16,150</u>

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron.....	\$22,093 39
Repairs of bridges, trestles and turn-tables.....	1,573 01
Repairs of buildings.....	193 64
Repairs of fences and gates.....	972 44
Taxes on real estate.....	2,849 97
Total.....	<u>\$27,682 45</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$2,855 45
Repairs of passenger and baggage cars.....	957 02
Repairs of freight and other cars.....	1,816 53
Incidental expenses, including oil, fuel, clerk, watchmen, etc., about shops.....	156 17
Total.....	<u>\$5,785 17</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....	\$509 03
Agents and clerks.....	5,939 63
Labor: loading and unloading freight.....	1,550 93
Porters, watchmen and switchtenders.....	1,548 05
Wood and water station attendance.....	306 00
Conductors, baggage and brakemen.....	2,525 43
Enginemen and firemen.....	1,936 90
Fuel: cost and labor preparing for use.....	3,838 39
Oil and waste for engines and tenders and cars.....	970 55
Loss and damage of goods and baggage.....	155 57
General superintendence.....	2,000 00
Repairs and maintenance of telegraph.....	925 78
Car service and use of rolling stock.....	5,297 82
Contingencies.....	1,237 34
Total.....	<u>\$28,781 42</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$27,682 45
Repairs of machinery.....	5,785 17
Operating.....	28,781 42
Total.....	<u>\$62,249 04</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.

From passengers.....	\$24,707 16
From freight.....	37,573 45
From other sources.....	6,454 57
Total.....	<u>\$68,735 18</u>

Communications intended for this company should be addressed to the Receiver of the ADIRONDACK COMPANY, Saratoga Springs, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable and believe them to be correct.

THOS. C. DURANT, *as Receiver of Adirondack Company.*

C. H. BALLARD, *Superintendent.*

(No. 2.)

ADDISON, OSCEOLA AND COWANESQUE VALLEY.

STATE OF NEW YORK, }
Steuben County. } ss.:

H. C. McKAY, President, being duly sworn, says that the annexed report, which has been signed by him at the end thereof, is true and correct, according to the best of his knowledge, information and belief.

H. C. McKAY.

Subscribed and sworn to before me, }
 this 29th day of November, 1878. }

F. W. LATTIMER,
Notary Public.

Capital stock, as by charter.....	\$125,000 00
Amount of stock subscribed.....	21,250 00
Amount of stock paid in.....	2,125 00
Amount expended.....	675 00
Length of road, as per survey.....	12.42 miles.

H. C. McKAY, *President.*

ADDISON, N. Y., November 29, 1878.

(No. 3.)

ALBANY AND SUSQUEHANNA.

LESSOR.

STATE OF NEW YORK, }
Albany City and County. } ss.:

WILLIAM L. M. PHELPS, Secretary and Treasurer of the Albany and Susquehanna Railroad Company, being sworn, deposes and says, that the statements in the

annexed report, which have been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) W. L. M. PHELPS.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

R. M. BARBER,

Com. of Deeds, Albany, N. Y.

STOCKS AND DEBTS.

Capital stock, as by charter*.....	\$1,400,000 00
Amount of stock subscribed.....	3,500,000 00
Amount paid in, as by last report.....	3,500,000 00
Total amount now paid in of capital stock.....	3,500,000 00
Funded debt, as by last report.....	6,045,000 00
Total amount now of funded debt.....	6,045,000 00
Total amount now of funded and floating debt.....	6,045,000 00
Average rate, per annum, of interest on funded debt.....	<u>7 per cent.</u>

The property of this company was leased February 24, 1870, for the term of its charter, one hundred and fifty years from April 2, 1851, to the Delaware and Hudson Canal Company, that company paying a rental as follows, viz.: Six per cent upon the Albany city bonds, seven per cent upon the first, second and third mortgage bonds, seven per cent upon the capital stock, and \$1,000 for maintaining the organization. The interest and dividends are paid by the lessee directly to the stock and bondholders. A payment of \$5,000, semi-annually, is also made by the lessee to the trustees of the sinking fund of the city of Albany, and is invested by the latter in certain funds for the ultimate payment of the Albany city bonds issued to the lessor by the city of Albany. See act chap. 195, Laws of 1852.

The condition of said sinking fund, as per last report of the trustees, Nov. 1, 1877, is as follows, viz.:

RECEIPTS.

Two contributions of \$5,000 each.....	\$10,000 00
Interest on investments.....	7,920 00
Interest on deposits.....	476 26
Contributions received in previous years.....	95,000 00
Interest on investments heretofore reported.....	30,075 00
Interest on deposits heretofore reported.....	2,525 61
Total.....	<u>\$145,996 87</u>

DISBURSEMENTS.

Amount expended in previous years in the purchase of \$102,000 of the bonds issued by the city and loaned to the company, and which are held by the trustees as an investment.....	\$98,155 56
Purchase of \$30,000 water bonds, held as an investment.....	33,404 17
On deposit in bank†.....	14,437 14
Total.....	<u>\$145,996 87</u>

* Increased to \$4,000,000 by act chapter 384, Laws of 1859, and further increased to \$5,000,000 by terms of the lease of the property to the Delaware and Hudson Canal Company, February 24, 1870, and reduced to and fixed at \$3,500,000 by an amendment to said lease, March 7, 1876; both the original and the amendment having been ratified by a unanimous vote of the stockholders of the Albany and Susquehanna Railroad Company, at their meetings held respectively May 3, 1870, and April 25, 1876.

† Drawing 4 per cent interest.

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$1,949,826 46	\$1,949,826 46
For bridges	238,919 13	238,919 13
Superstructure, including iron.....	1,470,832 44	1,470,832 44
Passenger and freight stations, buildings and fixtures	291,642 20	291,642 20
Engine and car-houses, machine shops, machinery and fixtures.....	118,285 31	118,285 31
Land, land damages and fences.....	587,768 96	587,768 96
Locomotives and fixtures, and snow plows.....	338,053 08	338,053 08
Passenger and baggage cars.....	125,833 12	125,833 12
Engineering and agencies.....	214,945 60	214,945 60
Freight and other cars	328,074 07	328,074 07
Telegraph line.....	15,109 12	15,109 12
Contingents	193,572 50	193,572 50
Interest and discount.....	829,775 16	829,775 16
Total cost of road and equipment.....	\$6,702,637 15	\$6,702,637 15

NAMES AND RESIDENCE OF OFFICERS OF THE COMPANY.

Directors.

THOMAS DICKSON.....	Scranton, Pa.
COR F. YOUNG	Honesdale, Pa.
J. PIERPONT MORGAN.....	New York city.
CHARLES TRACY.....	New York city.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
ROBERT M. OLYPHANT.....	New York.
HENRY M. OLMSTED.....	Morristown, N. J.
ROBERT H. PRUYN.....	Albany, N. Y.
HENRY SMITH.....	Albany, N. Y.
WILLIAM L. M. PHELPS.....	Albany, N. Y.
MILARD HARDER.....	Cobleskill, N. Y.
JOHN WESTOVER.....	Richmondville, N. Y.
ARNOLD B. WATSON.....	Unadilla, N. Y.
DANIEL MANNING*.....	Albany, N. Y.

COR F. YOUNG	President, Honesdale, Pa.
ROBERT H. PRUYN.....	Vice-President, Albany, N. Y.
WILLIAM L. M. PHELPS.....	Treasurer and Secretary, Albany, N. Y.

Communications intended for this company should be addressed, A. & S. R. R. Co. Albany, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) W. L. M. PHELPS, *Secretary and Treasurer.*

*Elected by the Common Council of the city of Albany, September 6, 1875, pursuant to section 2 of an act of the Legislature of the State of New York, entitled "An act to authorize the city of Albany to make a loan to the Albany and Susquehanna Railroad Company," passed April 19, 1862.

(No. 4.)

ALBANY AND SUSQUEHANNA.

LESSEE.

STATE OF NEW YORK, }
New York County, } ss.:

JAMES C. HARTT, Treasurer of the Delaware and Hudson Canal Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) JAMES C. HARTT.

Subscribed and sworn to before me, }
 this 25th day of November, 1878. }

JOHN A. PATTISON,
Notary Public, Kings County.

COST OF ROAD AND EQUIPMENT, EXPENDED BY LESSEE.

	By last report.	By present report.
For graduation and masonry	\$298,319 66	\$302,293 01
For bridges	14,392 02	14,620 92
Superstructure, including iron	1,288,196 77	1,287,936 29
Passenger and freight stations, buildings and fixtures	118,150 86	117,996 36
Engine and car houses, machine shops, machinery and fixtures	84,948 98	84,948 93
Land, land damages and fences	9,239 97	12,087 30
Locomotives and fixtures, and snow plows	333,924 83	333,024 76
Passenger and baggage cars	52,974 68	54,099 65
Freight and other cars	785,332 96	795,509 03
Telegraph line	9,658 11	9,658 11
Total cost of road and equipment	\$2,995,138 79	\$3,012,174 36

CHARACTERISTICS OF ROAD.

Length of road	142.51 miles.
Length of road in this State	142.51 "
Length of road laid	142.51 "
Length of road laid in this State	142.51 "
Length of double track, including sidings	34.40 "
Length of branches owned by the company, laid	34.78 "
Length of double track laid on same	2.84 "
Weight of rail, per yard, on main track	62 pounds.
Number of engine-houses and shops	5
Number of engines	51
Number of first-class passenger cars	20
Number of second-class and emigrant passenger cars	5

RAILROAD REPORT.

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Number of baggage, mail and express cars	14
Number of freight cars, including coal cars	1,759
Number of service cars	121
Length of main line of road.....	142.51 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	251,915
Number of miles run by freight trains.....	393,944
Number of passengers (all classes) carried in cars	304,685
Number of miles traveled by passengers, or number of passengers carried one mile.	8,784,815
Number of tons of 2,000 pounds of freight carried in cars.....	468,011
Total movement of freight, or number of tons carried one mile	47,370,059
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour)	23½
Rate of speed of same when in motion	28
Average rate of speed adopted by express trains, including stops ...	28
Rate of speed of same when in motion	32
Average rate of speed adopted by freight trains, including stops....	9
Rate of speed of same when in motion	12
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	124
Average weight, in tons, of freight trains, exclusive of freight	328

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	15,361
Of animals	9,052
Of vegetable food	30,723
Other agricultural products	50,973
Manufactures	21,582
Merchandise	26,604
Coal.....	229,246
Other articles.....	84,470
Total	468,011

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers	2½ cents.
For first-class way passengers.....	3 "
For emigrant through passengers.....	1 cent.

ALBANY AND SUSQUEHANNA

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway.....	\$98,963 03	\$44,304 81	\$54,658 22
Repairs of bridges.....	11,378 05	5,275 03	6,103 02
Cost of iron used in repairs.....	32,904 50	11,774 86	21,129 64
Repairs of buildings.....	7,500 53	3,338 75	4,161 78
Repairs of fences and gates.....	6,385 46	2,949 29	3,436 17
Taxes on real estate.....	29,218 37	12,843 90	16,374 47
Totals.....	\$186,349 94	\$79,986 64	\$106,363 30
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$29,674 39	\$13,159 78	\$16,514 61
Repairs of passenger and baggage cars.....	12,352 42	12,352 42	.....
Repairs of freight cars.....	21,840 30	.....	21,840 30
Repairs of coal cars.....	39,275 94	39,275 94
Totals.....	\$103,143 05	\$25,512 20	\$77,630 85

RAILROAD REPORT.

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EXPENSES—(Continued).

OPERATING THE ROAD.

	AMOUNT.	ALLOCATED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$8,284 32	\$4,072 67	\$4,211 65
Agents and clerks.....	38,662 68	10,010 78	28,651 90
Labor: loading and unloading freight.....	9,763 82	.....	9,763 82
Porters, watchmen and switch tenders.....	17,291 22	5,383 22	11,908 00
Wood, coal and water station attendance.....	4,166 83	1,284 63	2,882 20
Conductors, baggage and brakemen.....	43,206 61	15,583 98	27,622 63
Engine men and firemen.....	50,024 15	14,606 94	35,417 21
Fuel: cost and labor of preparing for use.....	65,458 78	19,566 29	45,892 49
Oil and waste for engines and tenders.....	5,475 83	2,439 07	3,036 76
Oil and waste for freight cars.....	3,041 93	.....	3,041 93
Oil and waste for passenger and baggage cars.....	649 18	649 18	.....
Loss and damage of goods and baggage.....	885 10	13 83	871 27
Damage for injuries of persons.....	2,139 26	1,774 26	365 00
Damage to property, including damages by fire and cattle killed on road.....	1,747 71	532 40	1,215 31
General superintendence.....	3,784 99	1,664 75	2,120 24
Contingencies.....	35,616 51	13,737 49	21,879 02
Totals.....	\$290,198 92	\$91,319 49	\$198,879 43

ALBANY AND SUSQUEHANNA

SUBDIVISION OF CONTINGENCIES.

Cleaning, warming and lighting cars	\$1,709 19
Car service	4,838 14
Trackage	169 65
Telegraph	15,159 47
Lackawanna palace car expenses	2,061 60
Miscellaneous	11,678 46
Total	<u>\$35,616 61</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.	\$186,349 94	\$79,986 64	\$106,363 30
Repairs of machinery	103,143 05	23,512 20	77,630 85
Operating	290,198 92	91,319 49	198,879 43
Totals	<u>\$579,691 91</u>	<u>\$196,818 33</u>	<u>\$382,873 58</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.			
From passengers		\$290,427 24	
From freight		811,379 73	
From other sources		4,196 37	
Total		<u>\$1,106,003 34</u>	
2d. RECEIPTS.			
From passengers		\$290,427 24	
From freight		811,379 73	
Rents	\$1,031 65		
Telegraph	3,164 72		
			4,196 37
Total		<u>\$1,106,003 34</u>	
3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.			
For transportation expenses		\$579,691 91	
* Rentals: Albany and Susquehanna, Cherry Valley, Sharon and Albany, Schenectady and Duanesburgh		704,124 79	
Total		<u>\$1,283,816 70</u>	

ACCIDENTS.

April 18, 1878	Killed. 1
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* ALBANY AND SUSQUEHANNA RAILROAD RENTALS.

Dividends on stock, \$3,500,000, at 7 per cent.	\$245,000 00
Interest on bonds, \$5,045,000, at 7 per cent.	423,150 00
	<u>\$668,150 00</u>
Less interest on locomotives	5,621 44
	<u>\$662,528 56</u>

LEASES.

Schenectady and Duanesburgh	30,000 00
Cherry Valley, Sharon and Albany	10,596 23
Maintaining organization, Albany & Susquehanna	1,000 00
	<u>\$704,124 79</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

April 18. John Lawlor, employe, killed; run over by car detached from train while switching at New Scotland Station.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ABIEL A. LOW	New York.
ROBERT LENOX KENNEDY	New York.
JAMES M. HALSTED	New York.
LEGRAND B. CANNON	New York.
GEORGE CABOT WARD	New York.
JAMES ROOSEVELT	Hyde Park, N. Y.
JAMES R. TAYLOR	New York.
THOMAS DICKSON	Scranton, Pa.
JOHN JACOB ASTOR	New York.
THOMAS CORNELL	Rondout, N. Y.
LEVI P. MORTON	New York.
J. PIERPONT MORGAN	New York.
ROBERT S. HONE	New York.

THOMAS DICKSON	President.
JAMES C. HARTT	Treasurer.
GEORGE L. HAIGHT	Secretary.
CHARLES W. WENTZ	Engineer.
COB F. YOUNG	General Manager.

Communications intended for this company should be addressed, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JAMES C. HARTT, *Treasurer.*

(No. 5.)

ALBANY AND VERMONT.

STATE OF NEW YORK, }
Rensselaer County, } ss.:

E. THOMPSON GALE, President, and T. W. LOCKWOOD, Secretary and Treasurer of the Albany and Vermont Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) E. THOMPSON GALE,
T. W. LOCKWOOD.

Subscribed and sworn to before me, }
this 29th day of October, 1878. }

G. H. PERRY,
Notary Public, Troy, N. Y.

STOCKS AND DEBTS.

Capital stock, as by charter	\$600,000 00
Amount of stock subscribed	600,000 00
Amount paid in, as by last report.	600,000 00
Total amount now paid in of capital stock.	<u>600,000 00</u>

This road is leased in perpetuity to the Rensselaer and Saratoga Railroad Company, June 12, 1860, and is operated by the Delaware and Hudson Canal Company.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry	<u>\$600,000 00</u>
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CHARACTERISTICS OF ROAD.

Length of road	12 miles.
Length of road in this State	12 "
Length of main line of road from Albany to Waterford Junction. ...	<u>12 "</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From rents from R. & S. R. R. Co.	\$20,000 00
Dividend on other stock	800 00
Total	<u>\$20,800 00</u>

2d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For dividends on stock—amount and rate per cent, 3 per cent. ...	\$18,000 00
To payments to surplus fund.	1,600 00
* Rent to R. & S. R. R. Co.	800 00
Office expenses	400 00
Total	<u>\$20,800 00</u>
Total amount of surplus fund.	<u>\$2,891 56</u>

NAMES AND RESIDENCE OF OFFICERS OF THE COMPANY.

Directors.

E. THOMPSON GALE.	Troy, N. Y.
JOSEPH M. WARREN	Troy, N. Y.
JAMES FORSYTH	Troy, N. Y.
WM. HOWARD HART	Troy, N. Y.
CHAS. W. TILLINGHAST	Troy, N. Y.
BENJ. H. HALL	Troy, N. Y.
CORNELIUS L. TRACY	Troy, N. Y.
THOMAS W. LOCKWOOD	Troy, N. Y.
JOHN L. THOMPSON	Troy, N. Y.
GEORGE H. CRAMER	Troy, N. Y.
THOMAS WHITE	Troy, N. Y.
DUDLEY TIBBITS	Troy, N. Y.

E. THOMPSON GALE. President.

T. W. LOCKWOOD Treasurer and Secretary.

* NOTE—Annual rent for settlement of real estate claims in Albany.

State Engineer and Surveyor.

Communications intended for this company should be addressed, T. W. Lockwood, Savings Bank Building, State street, Troy, Rensselaer County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) E. THOMPSON GALE, *President*.
T. W. LOCKWOOD, *Treasurer*.

(No. 6.)

ATLANTIC AND GREAT WESTERN.

STATE OF PENNSYLVANIA, }
Crawford County, } ss.:

F. E. RITTMAN, Treasurer, and P. D. COOPER, General Superintendent of operations of the Atlantic and Great Western Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) F. E. RITTMAN,
P. D. COOPER.

Subscribed and sworn to, as to F. E. Rittman, }
before me, this 27th day of November, 1878. }

GEORGE W. ADAMS, *Notary Public*.

STATE OF OHIO, }
Cuyahoga County, } ss.:

Subscribed and sworn to, as to P. D. Cooper, }
this 29th day of November, 1878. }

J. F. WAWN, *Notary Public*.

STOCK AND DEBTS PREVIOUS TO THE TIME OF THE APPOINTMENT OF THE RECEIVER ON 9TH DECEMBER, 1874.

Capital stock, as by charter	\$54,000,000 00
Amount paid in, as by last report	34,675,804 10
Total amount now paid in of capital stock	34,675,804 10
Funded debt, as by last report	68,994,811 28
Total amount now of funded debt	68,850,311 28
Floating debt, as by last report	6,475,126 80
The amount now of floating debt* .....	.....
Total amount now of funded and floating debt	68,850,311 28
Average rate, per annum, of interest on funded debt	7 per cent.

*The floating debt cannot be given, as several large amounts due to, and due by the Company, are in litigation, and the definite amount for settlement cannot be arrived at.

**COST OF ROAD AND EQUIPMENT PREVIOUS TO THE TIME OF THE APPOINTMENT OF THE
RECEIVER ON 9TH DECEMBER, 1874.**

	By last report.	By present report.
For graduation and masonry	\$71,337,623 70	\$71,303,241 72
For bridges		
Superstructure, including iron.....		
Passenger and freight stations, buildings and fixtures		
Engine and car houses, machine shops, machinery and fixtures.....		
Land, land damages and fences	9,942,072 51	9,935,148 97
Locomotives, fixtures and snow plows, passenger and baggage cars, engineering and agencies		
Freight and other cars.....		
Total cost of road and equipment.....	\$81,279,696 21	\$81,238,390 69

The property of this company was purchased at a foreclosure sale, and no division has ever been made in accordance with the nomenclature used in the above table. The figures given are approximate.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JAMES F. CLARK.....	Cleveland, O.
JOHN TOD	Cleveland, O.
DANIEL P. EELLS.....	Cleveland, O.
S. L. MATHER.....	Cleveland, O.
W. H. UPSON	Akron, O.
GEO. T. PERKINS	Akron, O.
JOHN STAMBAUGH.....	Youngstown, O.
HENRY E. PARSONS.....	Ashtabula, O.
JAMES H. FAY	New York City.
J. CLINTON GRAY.....	New York City.
A. HEGEWISCH	New York City.
THOS. WARNOCK.....	Meadville, Pa.

JAMES F. CLARK.....	President, Cleveland, O.
FRED. E. RITTMAN.....	Treasurer, Meadville, Pa.
THOS. WARNOCK.....	Secretary, Meadville, Pa.
P. D. COOPER.....	Superintendent, Cleveland, O.

Communications intended for this company should be addressed, THOS. WARNOCK, Meadville, Crawford County, Penn.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) F. E. RITTMAN, *Treasurer.*
P. D. COOPER, *General Superintendent.*

(No. 7.)

ATLANTIC AND GREAT WESTERN,

RECEIVER.

NOTE.—The property of the Atlantic and Great Western Railroad Company was in the hands of J. H. DEVEREUX, Receiver, and operated by him during the period represented in this report.

STATE OF OHIO, }
 Cuyahoga County, } ss.:

JOHN H. DEVEREUX, Receiver, and P. D. COOPER, acting Superintendent of operations of the Atlantic and Great Western railroad, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

JOHN H. DEVEREUX.

P. D. COOPER.

Subscribed and sworn to before me, }
 this 29th day of November, 1878. }

J. T. WAGN,

Notary Public.

COST OF ROAD AND EQUIPMENT, AS EXPENDED BY THE RECEIVER.

	By last report.	By present report.
For graduation and masonry	\$9,312 50	\$13,920 11
For bridges	27,688 45	30,059 72
Superstructure, including iron	80,643 88	97,112 67
Passenger and freight stations, buildings and fixtures	45,671 97	74,056 30
Engine and car-houses, machine shops, machinery and fixtures	24,414 65	30,565 51
Land, land damages and fences	13,613 91	15,134 21
Locomotives and fixtures, and snow plows	21,774 13	21,774 13
Passenger and baggage cars	4,816 77	4,876 19
Freight and other cars	9,971 47	17,785 56
Engineering and agencies	7,512 57	9,317 82
Total expended by the Receiver for road and equipment	\$245,420 30	\$314,602 22

CHARACTERISTICS OF ROAD.

Length of road.....	387.50 miles.
Length of road in this State.....	49.24 "
Length of road laid.....	387.50 "
Length of road laid in this State.....	49.24 "
Length of branches owned and leased by the company, laid.....	124.56 "
Length of double track laid on same.....	None.
Weight of rail, per yard, on main track.....	56 to 68 lbs.
Number of engine-houses and shops.....	15
Number of engines.....	165
Number of first-class passenger cars.....	12
Number of second-class and emigrant passenger cars.....	28
Number of baggage, mail and express cars.....	32
Number of freight cars, including coal cars.....	2,484
Number of service cars.....	17
Number of caboose cars.....	97
Length of main line of road from Salamanca, N. Y., to Dayton, Ohio.....	387.50 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	1,029,540
Number of miles run by freight trains.....	3,326,642
Number of passengers (all classes) carried in cars.....	902,302
Number of miles traveled by passengers, or number of passengers carried one mile.....	36,254,145
Number of tons, of 2,000 pounds, of freight carried in cars.....	2,647,146
Total movement of freight, or number of tons carried one mile.....	327,792,474
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion.....	28
Average rate of speed adopted by express trains, including stops.....	28
Rate of speed of same when in motion.....	40
Average rate of speed adopted by freight trains, including stops.....	10
Rate of speed of same when in motion.....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	92 65-100
Average weight, in tons, of freight trains, exclusive of freight.....	162 80-100

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	119,763
Of animals.....	145,199
Of vegetable food.....	240,851
Other agricultural products.....	88,852
Manufactures.....	231,708
Merchandise.....	164,074
Coal.....	704,661
Other articles.....	952,043
Total.....	2,647,146

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	2 to 2½ cents.
For first-class way passengers.....	3 "
For second-class through passengers.....	1½ to 2½ "
For emigrant through passengers.....	1 "

RAILROAD REPORT.

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EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION	Amount.	ALLOCATED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$520,575 19	\$54,295 99	\$466,279 20
Repairs of bridges.....	19,108 95	1,993 06	17,115 89
Repairs of telegraph and operating the same.....	54,576 67	13,448 94	42,127 73
Cost of iron used in repairs.....	173,817 17	18,139 18	155,688 04
Allotted to passenger transportation:			
Length in feet.....	88,254 }		
Weight in pounds.....	1,780,113 }		
Allotted to freight transportation:			
Length in feet.....	757,902 }		
Weight in pounds.....	15,287,127 }		
Repairs of buildings.....	45,086 09	10,284 14	84,801 95
Repairs of fences and gates.....	20,775 66	4,909 29	15,866 37
Taxes on real estate.....	94,500 00	21,555 45	72,944 55
Totals.....	\$928,439 73	\$123,616 00	\$804,823 73
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$243,679 98	\$59,252 01	\$184,427 97
Repairs of passenger and baggage cars.....	60,139 01	60,139 01	.....
Repairs of freight cars.....	220,240 23	.....	220,240 23
Repairs of tools and machinery in shops.....	20,341 43	3,620 01	16,721 42
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	83,994 55	17,263 73	66,724 92
Totals.....	\$628,395 32	\$140,280 76	\$488,114 56

EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$38,168 38	\$22,422 28	\$15,746 10
Agents and clerks	120,814 02	41,777 83	79,036 69
Labor: loading and unloading freight.	71,994 59	.....	71,994 59
Porters, watchmen and switchtenders.	30,088 53	.....	27,681 46
Wood and water station attendance	13,938 02	2,407 08	10,644 47
Conductors, baggage and brakemen.	307,674 15	8,293 55	242,202 95
Engineemen and firemen.	227,696 17	65,471 20	169,984 68
Fuel: cost and labor of preparing for use	212,848 54	57,711 49	162,236 53
Oil and waste for engines and tenders.	22,268 00	50,112 01	22,268 00
Oil and waste for freight cars. ....	.....	.....	.....
Oil and waste for passenger and baggage cars.	8,599 04	8,599 04	.....
Loss and damage of goods and baggage.	5,999 26	22 00	5,977 26
Damage for injuries of persons.	5,093 85	1,203 68	3,890 17
Damage to property, including damages by fire and cattle killed on road.	1,673 71	871 87	1,201 84
General superintendence.	108,986 99	29,743 47	79,243 52
Contingencies	294,446 78	36,422 41	258,023 87
Totals	\$1,469,689 03	\$319,557 41	\$1,150,131 62

RAILROAD REPORT.

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SUBDIVISION OF CONTINGENCIES.

Wrecking.....	\$2,857 39
Switching.....	197,655 95
Special trains.....	751 86
Ice.....	644 19
Detectives and police.....	5,216 54
Station supplies.....	22,845 50
Station furniture and fixtures.....	1,590 38
Expense of hoist and transfer at Dayton, Ohio.....	12,493 02
Expense of other hoists.....	3,641 57
Miscellaneous supplies for trains.....	29,777 62
Cleaning passenger cars, inside.....	6,059 52
Legal expenses.....	10,912 24
Total.....	<u>\$294,445 78</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$928,439 73	\$123,616 00	\$804,823 73
Repairs of machinery.....	628,395 32	140,280 76	488,114 56
Operating.....	1,469,689 03	319,557 41	1,150,131 62
Totals.....	<u>\$3,026,524 08</u>	<u>\$583,454 17</u>	<u>\$2,443,069 91</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$538,541 15
From freight.....	2,838,489 37
From other sources.....	167,259 86
Total.....	<u>\$3,544,290 38</u>

2d. RECEIPTS.

From passengers.....	\$538,541 15
From freight.....	2,838,489 37
Mail.....	\$39,498 71
Express.....	49,425 42
Switching, dockage, etc.....	65,136 57
Rent of buildings.....	1,355 66
Operating on docks.....	5,000 00
Operating Mansfield stock yards.....	400 00
Dividends on Sharon railway stock.....	6,443 50
	167,259 86
Total.....	<u>\$3,544,290 38</u>

3d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$3,026,524 08
To payments to surplus fund.....	28,850 80
Liabilities, A. & G. W. R. R. Co., paid.....	81,965 34
Hire of cars and engines.....	344,491 58
Miscellaneous.....	57,846 74
Tolls over other roads.....	304,611 84
Total.....	<u>\$3,544,290 38</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 31.....	1	....	1
December 1.....	1	....	....	....	1
December 16.....	1	....	....	....	1
1878.								
January 21.....	1	....	1	....
February 15.....	1	....	1	....
March 31.....	1	....	....	....	1
April 9.....	1	....	1
April 22.....	1	....	1	....
May 21.....	1	....	1	....
June 4.....	1	....	....	....	1
September 28.....	1	....	....	....	1	....
Total.....	1	4	4	2	5	6

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

October 31. Jennie G. Nelson, resident, Chautauqua lake, injured; struck by engine while crossing track; thrown fifteen or twenty feet, and considerably bruised; whistle blown and bell rung; hard wind was blowing; want of caution.

December 1. Thomas O'Brien, brakeman, Jamestown, injured; cut in knee, and internally injured; brake-head came off, letting him fall to the ground.

December 16. John Minon, switchman, Salamanca, injured; both legs badly jammed while climbing upon cars running into switch; was struck by other cars; want of caution.

1878.

January 21. Frank, Bucktooth, Indian, Steamburgh, killed; was lying in cattle-guard, intoxicated, when train came along he raised his head up far enough for snow-plow to cut it off; his own fault.

February 15. Andrew Gusterforan, Kennedy, killed; laid his head on track and let train run over it; coroner's verdict to that effect.

March 31. O. E. Bern, brakeman, Bucktooth, injured; head and shoulders bruised; brake-wheel came off, letting him fall from top of train to the ground.

April 9. Walter Terry, Jamestown, injured; one foot crushed, trying to jump on a train to steal a ride; his own fault.

April 22. Charles Johnson, near D. A. V. and P. R. R. crossing, killed; lying on track, intoxicated; supposed to commit suicide; his own fault.

May 21. Wm. Horan or Houdan, tramp, D. A. V. and P. crossing, killed; coroner's verdict, came to his death by falling between cars while stealing a ride; his own fault.

June 14. Henry Baker, switchman, Salamanca, injured; end of finger smashed, coupling; amputated; want of caution.

September 28. G. N. Baker, brakeman, D. A. V. and P. crossing, killed; fell from train; was not seen to fall by trainmen.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

J. H. DEVEREUX	Receiver, Cleveland, Ohio.
F. E. RITTMAN	Treasurer, Meadville, Pa.
CHAS. LATIMER	Engineer, Cleveland, Ohio.
P. D. COOPER	Superintendent, Cleveland, Ohio.

Communications intended for this company should be addressed, THOMAS WARNOCK, Auditor, Meadville, Crawford county, Pennsylvania.

NOTE —Report not signed.
State Engineer and Surveyor.

(No. 8.)

AVON, GENESEO AND MOUNT MORRIS.

STATE OF NEW YORK, }
Livingston County, } ss. :

MORTIMER F. REYNOLDS, President, and GEORGE W. PHELPS, Secretary and Treasurer of the Avon, Genesee and Mount Morris Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) M. F. REYNOLDS,
GEO. W. PHELPS.

Subscribed and sworn to before me, by Geo. W. }
Phelps, this 5th day of October, 1878. }
H. E. BROWN, Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$225,000 00
Amount of stock subscribed	225,000 00
Amount paid in, as by last report	225,000 00
Total amount now paid in of capital stock	225,000 00
Funded debt, as by last report	20,000 00
Total amount now of funded debt	20,000 00
Total amount now of funded and floating debt	20,000 00
Average rate, per annum, of interest on funded debt	7 per cent.

For detailed report we would refer you to the New York, Lake Erie and Western Railroad Co., who are operating this road under lease made to the Erie R. R. Co., January, 1872.

COST OF ROAD AND EQUIPMENT.

Total cost*	\$245,000 00
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CHARACTERISTICS OF ROAD.

Length of road	19 miles.
Length of road in this State	19 "
Length of road laid	19 "
Length of road laid in this State	19 "
Length of double track, including sidings	1 "
Weight of rail, per yard, on main track	57 lbs.
Length of main line of road from Avon to Mount Morris town line	19 miles.

RECEIPTS.†

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

M. F. REYNOLDS	Rochester.
GEO. ELLWANGER	Rochester.
WM. MUDGETT	Rochester.
HENRY L. FISH	Rochester.
WILLIS PHELPS	Springfield, Mass.
GEO. W. PHELPS	Mount Morris.
HIRAM P. MILLS	Mount Morris.
H. E. BROWN	Mount Morris.
D. H. FITZHUGH	Groveland.
WM. D. FITZHUGH	Mount Morris.
WM. A. WADSWORTH	Geneseo.
H. J. JEWETT	New York.
AMON BROWNSON	Rochester.

M. F. REYNOLDS..... President, Rochester.

GEO. W. PHELPS..... Treasurer and Secretary, Mount Morris.

Communications intended for this company should be addressed, M. F. REYNOLDS, Rochester, N. Y., or GEO. W. PHELPS, Mt. Morris, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and papers, and have examined them as far as practicable, and believe them to be correct.

(Signed)

M. F. REYNOLDS, *President.*

GEO. W. PHELPS, *Treasurer and Secretary.*

* The above cost represents the total amount of stock and bonds.—*State Engineer and Surveyor.*

† NOTE.—Interest on stock	\$13,500 00
Interest on bonds	1,400 00
Organization expenses	100 00
Total	\$15,000 00

Paid by the New York, Lake Erie and Western Railroad Company as rental.

—*State Engineer and Surveyor.*

(No. 9.)

BATH AND HAMMONDSPORT.

STATE OF NEW YORK, } ss.:
Steuben County,

ALLEN WOOD, Lessee, and GEORGE A. SANDERS, acting Superintendent of operations of the Bath and Hammondsport Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) ALLEN WOOD,
 GEORGE A. SANDERS.

Subscribed and sworn to before me, }
 this 9th day of December, 1878. }

C. S. BRONNELL, *Notary Public.*

STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	78,000 00
Amount paid in, as by last report.....	75,350 00
Total amount now paid in of capital stock.....	75,350 00
Funded debt, as by last report.....	38,000 00
Total amount now of funded debt.....	38,000 00
Floating debt, as by last report.....	3,452 00
The amount now of floating debt.....	1,500 00
Total amount now of funded and floating debt.....	39,500 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

During the past year the main line of the Bath and Hammondsport Railroad has been extended one-tenth of a mile, in the village of Hammondsport, and one-fifth of a mile has been added to the side tracks. Extensive permanent improvements have also been made at the junction with the New York, Lake Erie and Western Railroad, at Bath.

This road is operated by Allen Wood, to whom it is leased by the company for ninety-nine years.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$27,014 79	\$27,114 79
For bridges	11,804 78	11,804 78
Superstructure, including iron.....	46,334 25	46,450 25
Passenger and freight stations, buildings and fixtures	914 66	964 66
Engine and car houses, machine shops, machinery and fixtures	412 74	412 74
Land, land damages and fences.....	21,931 84	21,931 84
Locomotives and fixtures, and snow plows	11,042 75	11,042 75
Passenger and baggage cars.....	5,577 27	5,577 27
Freight and other cars.....	1,414 98	1,414 98
Engineering and agencies.....	5,437 80	5,437 80
Total cost of road and equipment	\$131,905 86	\$132,151 86

CHARACTERISTICS OF ROAD.

Length of road.....	9.05 miles*
Length of road in this State.....	9.05 "
Length of road laid	9.05 "
Length of road laid in this State.....	9.05 "
Length of double track, including sidings.....	.05 "
Weight of rail, per yard, on main track.....	40 pounds.
Number of engine-houses and shops.....	1
Number of engines	2
Number of first-class passenger cars.....	3
Number of baggage, mail and express cars.....	1
Number of freight cars, including coal cars.....	6
Number of service cars.....	4
Length of main line of road from Bath to Hammondsport	9.05 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains*.....	}	18,864
Number of miles run by freight trains.....		13,687
Number of passengers (all classes) carried in cars.....		134,790
Number of miles traveled by passengers, or number of passengers carried one mile		4,078
Number of tons, of 2,000 pounds, of freight carried in cars.....		40,000
Total movement of freight, or number of tons carried one mile		
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....		14
Rate of speed of same when in motion		15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....		30
Average weight, in tons, of freight trains, exclusive of freight		45

* Passenger, freight and express trains run together.

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	60
Of animals	29
Of vegetable food	134
Other agricultural products	176
Manufactures	157
Merchandise	838
Coal	991
Wine	847
Grapes	846
Total	<u>4,078</u>

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES
PER MILE, AS FOLLOWS:

For first-class through passengers	4 cents.
For first-class way	<u>4 "</u>

Lake Kenka being the grape-growing region of the State, and Hammondsport the wine-producing center, our staple freight consists of grapes and wine.

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting the cost of iron	\$780 00	\$390 00	\$390 00
Repairs of buildings	5 00	2 50	2 50
Repairs of fences and gates	20 00	10 00	10 00
Taxes on real estate	338 00	169 00	169 00
Totals	\$1,143 00	\$671 50	\$671 50
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$368 00	\$184 00	\$184 00
Depreciation of engines and tenders	100 00	50 00	50 00
Repairs of passenger and baggage cars	80 00	80 00	.....
Depreciation of passenger and baggage cars	10 00	5 00	5 00
Repairs of freight cars	20 00	.....	20 00
Repairs of tools and machinery in shops	25 00	10 00	15 00
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.	10 00	10 00
Totals	\$613 00	\$329 00	\$284 00

RAILROAD REPORT.

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EXPENSES — (Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$175 00	\$87 50	\$87 50
Agents and clerks	670 00	330 00	330 00
Labor: loading and unloading freight	100 00	.....	100 00
Conductors, baggage and brakemen	1,050 00	525 00	525 00
Engineers and firemen	810 00	410 00	400 00
Fuel: cost and labor of preparing for use	680 15	340 00	340 15
Oil and waste for engines and tenders	75 00	50 00	25 00
Oil and waste for freight cars	27 00	.....	27 00
Oil and waste for passenger and baggage cars	25 00	25 00	.....
General superintendence	600 00	300 00	300 00
Contingencies	7 00	7 00	.....
Totals	\$4,209 15	\$2,074 50	\$2,134 65

SUBDIVISION OF CONTINGENCIES.

Commission on tickets sold by outside agents \$7 00

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$1,143 00	\$571 50	\$571 50
Repairs of machinery.....	613 00	329 00	284 00
Operating	4,209 15	2,074 50	2,134 65
Totals.....	\$5,965 15	\$2,975 00	\$2,990 15

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS.

From passengers \$4,463 65
 From freight..... 6,338 36
 From other sources..... 420 00
 Total \$11,222 01

2D. RECEIPTS.

From passengers \$4,463 65
 From freight..... 6,338 36
 Mail..... 420 00
 Total \$11,222 01

3D. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For transportation expenses.... \$5,965 15
 For interest 2,660 00
 To payments to surplus fund 398 86
 To payments on floating debt..... 1,952 00
 To payments on construction acts..... 246 00
 Total \$11,222 01
 Total amount of surplus fund..... \$398 86

No accidents, causing injury to persons, or damage of any account to property, has occurred on this road during the year.

NAMES AND RESIDENCES OF THE OFFICERS OF THE COMPANY.

Directors.

G. W. NICHOLS..... Hammondsport.
 J. W. DAVIS..... Hammondsport.
 T. M. YOUNGLOVE..... Hammondsport.
 S. S. FAIRCHILD..... Hammondsport.
 JONATHAN ROBIE..... Bath.
 WILLIAM RUMSEY..... Bath.
 H. H. COOK..... Bath.
 ALLEN WOOD..... Lessee.
 M. H. HALL..... Secretary.
 GEORGE A. SANDERS..... Superintendent.

Communications intended for this company should be addressed, ALLEN WOOD, Lessee, or GEORGE A. SANDERS, Superintendent, Hammondsport, Steuben Co., N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) ALLEN WOOD, *Lessee.*
GEORGE A. SANDERS, *Superintendent.*

(No. 10.)

BLACK RIVER AND MORRISTOWN.

STATE OF NEW YORK, }
Jefferson County, } ss.:

DAVID BEARUP, President of the Black River and Morristown Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) DAVID BEARUP.

Subscribed and sworn to before me, }
this 20th day of December, 1878. }

JASON C. MORROW,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$600,000 00
Amount of stock subscribed.....	371,000 00
Amount paid in, as by last report.....	327,462 96
Total amount now paid in of capital stock.....	327,462 96
Funded debt, as by last report.....	500,000 00
Total amount now of funded debt.....	500,000 00
Total amount now of funded and floating debt.....	500,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

This road is operated by the Utica and Black River Company, forming a continuous line of road, in connection with the road of that company, from Utica to Ogdensburg. The report of the operations will appear in the report of that company.

BLACK RIVER AND MORRISTOWN

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$263,039 48	\$264,188 96
For bridges.....	13,699 39	13,699 39
Superstructure, including iron.....	304,467 57	304,467 57
Passenger and freight stations, buildings and fixtures.....	7,694 04	7,802 42
Engine and car houses, machine shops, machinery and fixtures.....	4,541 53	4,541 53
Land, land damages and fences.....	63,744 14	64,698 14
Engineering and agencies.....	19,824 01	19,824 01
Total cost of road and equipment.....	\$877,010 16	\$679,222 02

CHARACTERISTICS OF ROAD.

Length of road.....	36.60 miles.
Length of road in this State.....	36.60 "
Length of road laid.....	36.60 "
Length of road laid in this State.....	36.60 "
Length of double track, including sidings.....	2.25 "
Weight of rail, per yard, on main track.....	56 pounds.
Number of engine-houses and shops.....	3
Length of main line of road from Philadelphia, N. Y., to Morristown, N. Y.....	36.60 miles.

RECEIPTS.*

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM G. HOLMES.....	Philadelphia, N. Y.
DAVID BEARUP.....	Theresa, N. Y.
JOHN P. DOUGLASS.....	Theresa, N. Y.
JOSEPH FAYELL.....	Theresa, N. Y.
ALFRED A. HOLMES.....	Redwood, N. Y.
HENRY S. WHITE.....	Redwood, N. Y.
WILLIAM W. BUTTERFIELD.....	Redwood, N. Y.
ABEL P. MORSE.....	Hammond, N. Y.
CHARLES A. WOOSTER.....	Hammond, N. Y.
HENRY C. KING.....	Hammond, N. Y.
HENRY HOOKER.....	Morristown, N. Y.
CHARLES A. RICHARDSON.....	Morristown, N. Y.
W. V. BATTEL.....	Brier Hill, N. Y.

DAVID BEARUP..... President.

ALFRED A. HOLMES..... Treasurer and Secretary.

* NOTE.—The Utica and Black River Railroad Company paid \$33,740.00 interest on the outstanding bonds of this company. No other rental was paid.

—State Engineer and Surveyor.

Communications intended for this company should be addressed, DAVID BEARUP, Theresa, Jefferson county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) DAVID BEARUP, *President.*

(No. 11.)

BLACK RIVER AND ST. LAWRENCE.

STATE OF NEW YORK, }
Lewis County, } ss.:

SAMUEL H. BEACH, President, and WM. R. DODGE, Treasurer of the Black River and St. Lawrence Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) S. H. BEACH,
WM. R. DODGE.

Subscribed and sworn to before me, }
this 12th day of December, 1878. }

LEVI C. LAKE,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$380,000 00
Amount of stock subscribed.....	183,500 00
Amount paid in, as by last report.....	144,988 55
Total amount now paid in of capital stock.....	144,988 55
Floating debt, as by last report.....	135 00
The amount now of floating debt.....	135 00
Total amount now of funded and floating debt.....	135 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....		
For bridges.....	\$87,542 84	\$87,542 84
Superstructure, including iron.....		
Engine and car houses, machine shops, machinery and fixtures.....	500 00	500 00
Land, land damages and fences.....	12,436 05	12,436 05
Locomotives and fixtures, and snow plows.....	10,121 86	10,121 86
Freight and other cars.....	7,028 07	7,028 07
Engineering and agencies.....	26,793 76	26,793 76
Total cost of road and equipment.....	\$144,422 58	\$144,422 58

CHARACTERISTICS OF ROAD.

Length of road	38 miles.
Length of road in this State	38 "
Length of road laid	12 "
Length of road laid in this State	12 "
Number of engines	1

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

S. H. BEACH	Harrisville, N. Y.
JOS. PAHUD	Harrisville, N. Y.
W. R. DODGE	Gouverneur.
SILAS BACON	Pitcairn.
L. D. GEER	Pitcairn.
G. M. GLEASON	Gouverneur.
LYMAN BARBER	Diana.
WM. HUNT	Natural Bridge.
L. J. GOODALE	Carthage.
S. S. HOYT	Carthage.
H. W. HAMMOND	Carthage.
S. H. BEACH	President.
W. R. DODGE	Treasurer.
JOS. PAHUD	Secretary.

Communications intended for this company should be addressed, Harrisville, Lewis county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them, as far as practicable, and believe them to be correct.

(Signed) S. H. BEACH, *President.*
WM. R. DODGE, *Treasurer.*

(No. 12.)

BOSTON AND ALBANY.

STATE OF NEW YORK, ss.:

D. WALDO LINCOLN, President, and CHARLES O. RUSSELL, acting Superintendent of operations of the Boston and Albany Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

D. WALDO LINCOLN,
C. O. RUSSELL.

Subscribed and sworn to before me, }
this 5th day of November, 1878. }

WM. K. BAKER,

*Justice of the Peace.***STOCKS AND DEBTS.**

Capital stock, as by charter	\$27,325,000 00
Amount of stock subscribed	20,000,000 00
Amount paid in, as by last report	20,000,000 00
Total amount now paid in of capital stock	20,000,000 00
Funded debt, as by last report	7,001,000 00
Total amount now of funded debt	7,000,000 00
Floating debt, as by last report	1,003,056 75
The amount now of floating debt	541,125 25
Total amount now of funded and floating debt	7,541,125 25
Average rate, per annum, of interest on funded debt	6 and 7 per ct.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$6,333,343 95	\$6,333,343 95
For bridges	1,182,731 13	1,182,731 13
Superstructure, including iron	5,795,293 04	5,795,293 04
Passenger and freight stations, buildings and fixtures	2,947,617 89	2,947,617 89
Engine and car houses, machine shops, machinery and fixtures	1,293,718 76	1,293,718 76
Land, land damages and fences	5,173,713 61	5,173,713 61
Locomotives and fixtures, and snow plows	1,215,000 00	1,215,000 00
Passenger and baggage cars	488,000 00	488,000 00
Freight and other cars	1,442,400 00	1,442,400 00
Engineering and agencies	1,642,298 12	1,642,298 12
Total cost of road and equipment	\$27,514,116 50	\$27,514,116 50

CHARACTERISTICS OF ROAD.

Length of road	201.65 miles.
Length of road in this State	39.30 "
Length of road laid	201.65 "
Length of road laid in this State	39.30 "
Length of double track, including sidings	371.81 "
Length of branches owned and leased by the company, laid	119.83 "
Length of double track laid on same	1 "
Weight of rail, per yard, on main track	63 pounds.
Number of engine-houses and shops	23
Number of engines	243
Number of first-class passenger cars	184
Number of baggage, mail and express cars	55
Number of freight cars, including coal cars	5,424
Length of main line of road from Boston to Albany	201.65 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	1,385,825
Number of miles run by freight trains	3,638,358
Number of passengers (all classes) carried in cars	5,200,641
Number of miles traveled by passengers, or number of passengers carried one mile	101,221,955
Number of tons of 2,000 pounds, of freight carried in cars	2,642,555
Total movement of freight, or number of tons carried one mile	329,708,573
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	25
Rate of speed of same when in motion	30
Average rate of speed adopted by express trains, including stops	38
Rate of speed of same when in motion	37
Average rate of speed adopted by freight trains, including stops	12
Rate of speed of same when in motion	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	156
Average weight, in tons, of freight trains, exclusive of freight	212

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	150,000
Of animals	30,000
Of vegetable food	163,000
Other agricultural products	107,000
Manufactures	160,000
Merchandise	580,000
Coal	284,000
Other articles	1,168,555
Total	2,642,555

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers	2.37 cents.
For first-class way	3 "
For emigrant through	1.50 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.	\$525,795 22	\$144,735 85	\$381,059 37
Repairs of bridges.	99,953 93	27,509 32	72,444 61
Cost of iron used in repairs:			
Allotted to passenger transportation:			
Length in feet.	45,883		
Weight in pounds.	903,547		
Allotted to freight transportation:			
Length in feet.	120,753	20,119 82	52,984 68
Weight in pounds.	2,535,945		
Repairs of buildings.	213,040 87	58,633 11	154,407 76
Repairs of fences and gates.	8,923 99	2,456 06	6,467 93
Taxes on real estate.	286,049 65	78,891 72	207,157 93
Totals.	\$1,207,408 16	\$332,345 88	\$875,122 28
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$300,674 36	\$32,751 60	\$217,922 76
Repairs of passenger and baggage cars.	86,916 99	86,916 99	.....
Repairs of freight cars.	403,510 98	.....	403,510 98
Repairs of tools and machinery in shops.	20,872 62	5,719 79	15,152 83
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.	16,693 66	4,594 43	12,099 23
Totals.	\$828,668 61	\$179,982 81	\$648,685 80

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	\$26,019 94	\$7,161 21	\$18,858 73
Agents and clerks	666,279 98	163,075 41	508,204 57
Labor: loading and unloading freight	160,664 27	44,218 02	116,446 25
Porters, watchmen and switchtenders	34,776 42	9,571 17	25,205 25
Wood and water station attendance	374,893 50	102,447 00	272,446 50
Conductors, baggage and brakemen	319,835 51	82,469 98	237,365 53
Engineermen and firemen	571,684 29	157,556 19	414,128 10
Fuel: cost and labor of preparing for use	29,765 74	8,210 31	21,555 43
Oil and waste for engines and tenders	21,555 44	.....	21,555 44
Oil and waste for freight cars	8,210 31	8,210 31	.....
Oil and waste for passenger and baggage cars	15,932 38	.....	15,932 38
Loss and damage of goods and baggage	36,527 61	36,527 61	.....
Damage for injuries of persons	2,364 25	650 69	1,713 56
Damage to property, including damages by fire, and cattle killed on road	69,981 84	19,260 40	50,721 44
General superintendence	39,369 02	10,835 14	28,533 88
Contingencies			
Totals	\$2,377,860 50	\$650,193 44	\$1,727,667 06
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc	\$1,207,468 16	\$332,345 88	\$875,122 28
Repairs of machinery	828,668 61	179,982 81	648,685 80
Operating	2,377,860 50	650,193 44	1,727,667 06
Totals	\$4,413,997 27	\$1,162,522 13	\$3,251,475 14

RAILROAD REPORT.

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EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	\$2,537,936	81
From freight	3,734,130	93
From other sources	361,465	67
Total	\$6,633,533	41

2d. RECEIPTS.

From passengers	\$2,275,351	00
From freight	3,721,436	48
Express	\$182,062	61
Mails	80,523	20
Car service	12,694	45
Rents	118,419	28
Elevators and warehouses	243,046	39
	636,745	93
Total	\$6,633,533	41

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$4,413,997	27
For interest	485,158	08
For dividends on stock—amount and rate per cent, 8 per cent. . .	1,600,000	00
To payments to surplus fund	59,377	16
Ware River Railroad	52,500	00
Fitchburg & North Adams Railroad	22,500	00

Total

*Total amount of surplus fund

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 17	1	...	...	...	1	...
October 26	1	...	1	...
November 20	1	...	...	...	1	...
1878.								
March 28	1	...	...	...	1	...
March 29	1	...	...	...	1	...
May 17	1	...	1	...
July 12	1	...	...	...	1	...
July 18	1	...	...	...	1	...
Totals	6	...	2	...	8	...

*surplus of Sept. 30, 1877, \$2,380,395.07, has been charged with \$14,711.81 unreliable account.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1877.

October 17. James Proctor, employe, fell from freight train between Chatham and East Chatham ; was run over and killed.

October 26. Hiram Winslow stepped in front of an express train at Chatham, and was killed.

November 20. Jeremiah Cadegar, employe, fell from freight car at Chatham ; was run over and died same day.

1878.

March 28. Joseph McElroy, employe, jumped from an engine at Greenbush, was struck by another engine and killed.

March 29. Michael Kane, employe, while unloading lumber at Greenbush, fell, striking upon his head, and was killed.

May 17. Isaac Johnson, while walking upon the track between Van Hosen and Kinderhook, was struck by train and died same day.

July 12. A. V. D. Smith, employe, fell from train near Canaan ; was run over and died the 13th.

July 18. Abram Rockefeller, employe, while standing upon the track at Greenbush, was run over and killed.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

D. WALDO LINCOLN.....	Worcester, Mass.
CHESTER W. CHAPIN.....	Springfield, Mass.
IGNATIUS SARGENT.....	Brookline, Mass.
MOSES KIMBALL.....	Boston, Mass.
JOHN CUMMINGS.....	Woburn, Mass.
HENRY COLT.....	Pittsfield, Mass.
GEORGE A. CROCKER.....	New Bedford, Mass.
EDWARD B. GILLETTE.....	Westfield, Mass.
JOSEPH H. CHADWICK.....	Boston, Mass.
CHARLES L. WOOD.....	New Bedford, Mass.
THOMAS TALBOT.....	North Billerica, Mass.
DARIUS N. SKILLINGS.....	Winchester, Mass.
FRANCIS B. HAYES.....	Boston, Mass.

D. WALDO LINCOLN.....	President, Worcester.
CHARLES E. STEVENS.....	Treasurer, Boston.
JAMES A. RUMRELL.....	Secretary, Springfield.
WILLIAM H. RUSSELL.....	Engineer, Springfield.
CHARLES O. RUSSELL.....	Superintendent, Springfield.

Communications intended for this company should be addressed, BOSTON AND ALBANY RAILROAD COMPANY, Boston or Springfield, Mass.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) D. WALDO LINCOLN, *President.*
CHAS. O. RUSSELL, *Superintendent.*

(No. 13.)

BOSTON, ALBANY AND SCHENECTADY.

STATE OF NEW YORK, }
Albany County, } ss.:

J. W. VAN VALKENBURGH, Vice-President of the Boston, Albany and Schenectady Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) J. W. VAN VALKENBURGH.

Subscribed and sworn to before me, }
 this 5th day of December, 1878. }

S. A. ROCKFELLOW,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock.....	\$2,030,000 00
Amount of stock subscribed.....	51,000 00
Amount paid in, as by last report.....	5,100 00
Total amount now paid in of capital stock.....	5,100 00

This company has enacted, by by-law and resolution of its Board of Directors, that all salaries of its officers and employes shall be payable in the stock of the company, and that no debt shall be contracted by its officers, directors or employes, unless it shall be payable in the stock of the company.

COST OF ROAD AND EQUIPMENT.

	Last report.	Present report.
Engineering and agencies, office expenses, salaries, stationery	\$11,400 00	\$11,400 00

CHARACTERISTICS OF ROAD.

Length of road.....	49 miles.
Length of road in this State.....	49 "
Length of main line of road from State Line to Schenectady.....	49 "

BOSTON, HOOSAC TUNNEL AND ALBANY**NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.***Directors.*

GEO. M. BUTTRICK	Boston, Mass.
EDWARD CRANE	New York.
EDWARD APPLETON	Boston, Mass.
J. C. MOORE	Albany, N. Y.
ANTHONY N. BRADY	Albany, N. Y.
J. D. FEATHERSTONAUGH	Schenectady, N. Y.
C. A. WINSHIP	Eagle Mills, N. Y.
J. W. VAN VALKENBURGH	Albany, N. Y.
S. H. SWEET	Albany, N. Y.
WM. MCEWAN	Albany, N. Y.
WM. J. WEAVER	Albany, N. Y.
D. M. CHADSEY	Schenectady, N. Y.
J. D. CAMPBELL	Schenectady, N. Y.

GEO. M. BUTTRICK	President, Boston, Mass.
J. W. VAN VALKENBURGH	Vice-President, Albany, N. Y.
GEO. LEONARD	Treasurer, Boston, Mass.
W. J. WEAVER	Secretary, Albany, N. Y.
EDWARD APPLETON	Engineer, Boston, Mass.

Communications intended for this company should be addressed, J. W. VAN VALKENBURGH, 3 Park place, Albany, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) J. W. VAN VALKENBURGH, *Vice-President.*

(No. 14.)

BOSTON, HOOSAC TUNNEL AND ALBANY.

STATE OF NEW YORK, }
Albany County, } *ss.:*

JOHN W. VAN VALKENBURGH, President of the Boston, Hoosac Tunnel and Albany Railroad Company, being sworn, for himself deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) J. W. VAN VALKENBURGH.

Subscribed and sworn to before me, }
 this 1st day of February, 1879. }

WM. H. TERRELL, *Notary Public, Albany, N. Y.*

At a meeting of the Board of Directors of the Boston, Hoosac Tunnel and Albany Railroad Company, held at Albany, June 20, 1878, the following resolution was adopted by a vote of two-thirds of all the directors voting in favor thereof:

Resolved, That the resolution adopted by this board, at a meeting held October 6, 1874, changing the line of route of this road, be and the same is hereby rescinded.

RAILROAD REPORT.

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STOCK AND DEBTS.

Capital stock, as by charter	\$260,000 00
Amount of stock subscribed	34,000 00
Amount paid in, as by last report.....	3,400 00
Total amount now paid in of capital stock.....	22,700 00
Total amount now of floating debt	9,100 00
Total amount of funded and floating debt.....	9,100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Land, land damages and fences.....		\$6,000 00
Office expenses, contingencies, etc.....	\$1,908 00	21,408 00
Total	\$1,908 00	\$27,408 00

CHARACTERISTICS OF ROAD.

Length of road	26 miles.
Length of road in this State	26 "
Length of main line of road from Albany to State line.....	26 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WM. T. FELTON	New York.
HENRY A. TILDEN.....	New Lebanon.
JOHN M. CASE.....	New York.
MARVIN SACKETT	New Lebanon.
JOSEPH D. HANCE	Albany.
JOHN W. VAN VALKENBURGH.....	Albany.
J. H. PRATT.....	Greenbush.
S. H. SWEET.....	Albany.
T. B. SIMMONS	Greenbush.
ALEX. MORRIS.....	Greenbush.
DAVID PHILLIPS.....	Greenbush.
J. W. GASCOIGNE.....	Greenbush.
J. HENDRICKSON.....	Albany..
J. W. VAN VALKENBURGH.....	President.
ALEX. MORRIS.....	Treasurer.
JAMES W. GASCOIGNE.....	Secretary.

Communications intended for this company should be addressed, J. W. VAN VALKENBURGH, No. 135 Broadway, Albany, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN W. VAN VALKENBURGH, *President.*

(No. 15.)

BOSTON, HOOSAC TUNNEL AND WESTERN.

STATE OF MASSACHUSETTS, } ss.:
Suffolk County,

WILLIAM L. BURT, President, and ESTES HOWE, Treasurer of the Boston, Hoosac Tunnel and Western Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) WM. L. BURT.
 ESTES HOWE.

Subscribed and sworn to before me, }
 this 16th day of December, 1878. }

JAMES G. HARRIS, *Notary Public.*

STOCKS AND DEBTS.

Capital stock as by charter.	\$10,000,000 00
Amount of stock subscribed.....	2,160,000 00
Amount paid in, as by last report.....	15,600 00
Total amount now paid in of capital stock	424,930 00
The amount now of floating debt.....	68,886 50
Total amount now of funded and floating debt	68,886 50

This road is in process of construction. It is intended to complete the line from the State line of Vermont and New York to Schenectady the present year. The line through the State of Vermont to connect this road with the Troy and Greenfield Railroad and Hoosac Tunnel of Massachusetts, at the State line of Vermont and Massachusetts, is in process of construction, and when completed is to be owned and operated by this company.

The grading and bridging of the line from the Hudson River to Massachusetts line is to be completed the present year, and it is expected to be opened for use in a few months.

COST OF ROAD AND EQUIPMENT.

Graduation and masonry.....	\$149,104 57
Bridges.....	156,698 42
Superstructure, including iron.....	137,839 35
Engine and car houses, machine shops.....	} 790 26
Machinery and fixtures	
Land, land damages and fences.....	13,616 31
Engineering and agencies	26,719 36
Boston, Hoosac Tunnel and Western Railroad of Vermont	6,335 20

Total cost of road and equipment..... \$491,103 47

RAILROAD REPORT.

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CHARACTERISTICS OF ROAD.

Length of road.....	156 miles.
Length of road in this State.....	156 "
Length of road laid.....	20 "
Length of road laid in this State.....	20 "
Length of double track, including sidings.....	3 "
Weight of rail, per yard, on main track.....	61 pounds.
Length of main line of road from Petersburg, at Vermont line, to Lake Ontario, in connection with roads already constructed.....	156 miles.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WM. L. BURT.....	Boston, Mass.
FREDERICK L. AMES.....	No. Easton, Mass.
JOHN B. ALLEY.....	Lynn, Mass.
ELISHA ATKINS.....	Boston, Mass.
JOHN W. CANDLER.....	Brookline, Mass.
WILLIAM CLAPLIN.....	Newton, Mass.
GEORGE L. POST.....	Fairhaven, N. Y.
GEORGE R. BLANCHARD.....	New York, N. Y.
S. S. GUTHRIE.....	Buffalo, N. Y.
COE F. YOUNG.....	Honesdale, Pa.
F. GORDON DEXTER.....	Boston, Mass.
JOHN R. BREWER.....	Hingham, Mass.
A. A. GADDES.....	Jersey City, N. J.
W. L. BURT.....	President.
ESTES HOWE.....	Treasurer.
THEODORE VOORHEES.....	Secretary, Troy, N. Y.
MILFORD BERRIAN.....	Engineer, New York.

Communications intended for this company should be addressed, Mechanicville, Saratoga County, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believes them to be correct

(Signed) WM. L. BURT, *President.*
ESTES HOWE, *Treasurer.*

(No. 16.)

BOSTON, NEW YORK AND CHICAGO.

STATE OF NEW YORK, } ss.:
Oswego County.

CHAS. H. CROSS, of the Boston, New York and Chicago Railroad Company, being sworn, deposes and says that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

Subscribed and sworn to before me, } (Signed) CHAS. H. CROSS.
 this 13th day of December, 1878. }

A. H. CROSS,
Notary Public, Oswego County, N. Y.

STOCKS AND DEBTS.

Capital stock, as by charter.....	\$15,000,000 00
Amount of stock subscribed.....	333,000 00
Amount paid in as by last report.....	33,300 00
Total amount now paid in of capital stock.....	33,300 00

CHARACTERISTICS OF ROAD.

Length of road.....	330 miles.
Length of road in this State.....	330 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

CHARLES A. GURLEY	Pulaski, N. Y.
CHARLES H. CROSS	Pulaski, N. Y.
GEORGE I. POST	Fairhaven.
GEORGE M. CASE	Fulton, N. Y.
WILLIS S. NELSON	Fulton, N. Y.
THOMAS REESE	Clayton, N. Y.
S. C. THOMPSON	Booneville, N. Y.
ROBERT FURMAN	Schenectady, N. Y.
GEO. T. HANFORD	Schenectady, N. Y.
EDWARD CRANE	Boston, Mass.
DANIEL D. BROADHEAD	Brookline, Mass.
LEWIS W. TAPPEN	New York City.
D. C. PIERCE	Cincinnati, O.
CHARLES A. GURLEY	President.
GEORGE M. CASE	Treasurer.
WALTER BALLOU	Secretary.

Communications intended for this company should be addressed, Pulaski, Oswego county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) CHARLES H. CROSS, *Director.*

(No. 17.)

BROOKLYN, BATH AND CONEY ISLAND.

STATE OF NEW YORK, }
Kings County, } ss.:

C. GODFREY GUNTHER, Proprietor, and GEO. A. GUNTHER, General Manager and acting Superintendent of the Brooklyn, Bath and Coney Island Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) C. GODFREY GUNTHER,
GEO. A. GUNTHER.

Subscribed and sworn to before me, }
this 22d day of November, 1878. }

CHARLES BISCHOFF,
Notary Public.

STOCKS AND DEBTS.

Capital stock, as by charter*	
Funded debt, as by last report	\$80,000 00
Total amount now of funded debt.....	80,000 00
Total amount now of funded and floating debt.....	80,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$87,616 54	\$88,334 85
For bridges		
Superstructure, including iron		
Passenger and freight stations, buildings and fixtures	50,843 08	50,880 96
Engine and car houses, machine shops, machinery and fixtures		
Land, land damages and fences	160,259 76	164,059 39
Locomotives and fixtures, and snow plows		
Passenger and baggage cars		
Freight and other cars		
Total cost of road and equipment	\$298,719 38	\$303,275 20

*This road was foreclosed under a second mortgage, subject to the first, and sold to C. G. Gunther, September 18, 1868.

CHARACTERISTICS OF ROAD.

Length of road.....	7 miles.
Length of road in this State.....	7 "
Length of road laid.....	7 "
Length of road laid in this State.....	7 "
Length of double track, including sidings.....	3.50 "
Weight of rail, per yard, on main track.....	45 and 56 pds.
Number of engine-houses and shops.....	5
Number of engines.....	7
Number of first-class passenger cars.....	27
Number of freight cars, including coal cars.....	3
Length of main line of road from Greenwood to Coney Island.....	7 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains*.....	} 73,792
Number of miles run by freight trains.....	
Number of passengers (all classes) carried in cars.....	467,096
Number of miles traveled by passengers, or number of passengers carried one mile.....	1,167,740
Number of tons, of 2,000 pounds, of freight carried in cars.....	Nominal.
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	10
Rate of speed of same when in motion.....	14
Average rate of speed adopted by express trains, including stops...	10
Rate of speed of same when in motion.....	14
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	26

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Coal, ice and lumber.....	Nominal.
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THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	2 86 cents.
For first-class way passengers.....	In proportion.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron.....	\$7,519 59
Cost of iron used in repairs.....	952 40
Repairs of fences and gates.....	200 09
Taxes on real estate.....	349 99
Total.....	\$9,021 98

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and cars.....	\$5,898 04
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EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....	} \$2,257 7
Agents and clerks.....	

* Freight cars attached to passenger trains.

NOTE.—The above expenses allotted wholly to freight transportation.

State Engineer and Surveyor.

RAILROAD REPORT.

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Labor: loading and unloading freight	}	\$4,175 90
Porters, watchmen and switch tenders		
Wood and water station attendance	}	4,785 98
Conductors, baggage and brakemen		
Enginemen and firemen	}	4,430 82
Fuel: cost and labor of preparing for use		
Oil and waste for engines and tenders	}	1,183 53
Oil and waste for freight cars		
Oil and waste for passenger and baggage cars	}	50 00
Damage for injuries of persons		
General superintendence		1,515 00
Contingencies		3,508 10
Total		<u>*\$21,907 01</u>

SUBDIVISION OF CONTINGENCIES.

Rents	\$246 70
Advertising and printing	1,360 42
Law expenses	567 50
Insurance	693 12
Water taxes	227 44
Sundries: petty expenses, freight, etc.	412 92
Total	<u>\$3,508 10</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc	\$9,021 98
Repairs of machinery	5,898 04
Operating	21,907 01
Total	<u>\$36,827 03</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	\$49,746 21
From freight	815 44
From other sources	1,961 85
Total	<u>\$52,523 50</u>

2d. RECEIPTS.

From passengers	\$49,746 21
From freight	815 44
Rents	\$770 00
Old material	989 23
Sundries	202 62
	1,961 85
Total	<u>\$52,523 50</u>

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$36,827 03
For interest	1,505 00
To payments to surplus fund	14,191 47
Total	<u>\$52,523 50</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

C. GODFREY GUNTHER	President, New York.
GEO. A. GUNTHER	General Manager, Bath, L. I.

*NOTE—Allotted to passenger transportation.
State Engineer and Surveyor.

Communications intended for this company should be addressed, Fifth avenue, corner Twenty-seventh street, Brooklyn, Kings county, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) C. GODFREY GUNTHER, *Proprietor*.
GEO. A. GUNTHER, *Gen'l Manager*.

(No. 18.)

BROOKLYN AND CONEY ISLAND CENTRAL.

STATE OF NEW YORK, }
New York County, } ss.:

ALBERT F. JOHNSON, President, and FRANK B. JOHNSON, Treasurer of the Brooklyn and Coney Island Central Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) ALBERT F. JOHNSON,
FRANK B. JOHNSON.

Subscribed and sworn to before me, }
this 23d day of November, 1878. }

GEO. R. CARRINGTON, *Notary Public, N. Y. Co.*

STOCKS AND DEBTS.

Capital stock, as by charter	\$500,000 00
Amount of stock subscribed	301,700 00
Amount paid in, as by last report	22,112 60
Total amount now paid in of capital stock	22,112 60

The \$20,900, which it takes to make the \$22,112.60, as mentioned in this report under the head of amount paid in, as by last report, was omitted last year by mistake.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Land, land damages and fences	\$500 00	\$500 00
Engineering and agencies	650 00	650 00
Total cost of road and equipment	\$1,150 00	\$1,150 00

CHARACTERISTICS OF ROAD.

Length of road	8 miles.
Length of main line of road from Brooklyn to Coney Island	8 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ALBERT F. JOHNSON	Parkville, L. I.
FRANK B. JOHNSON	Parkville, L. I.
EDWARD H. JOHNSON	Parkville, L. I.
RICHARD PILKINGTON	Parkville, L. I.
CHARLES A. BENNERS	Parkville, L. I.
AUSTIN W. CLAYTON	Vermont.
RANSON F. CLAYTON	Brooklyn, N. Y.
ANDREW WHIGAM	Flatbush, L. I.
JOHN S. THORNTON	East New York.
GEORGE R. CARRINGTON	New York City.
HENRY SMITH	New York City.
FREDERICK W. SMITH, JR.	Dorchester, Mass.
WILLIAM SPEAR	Boston, Mass.

ALBERT F. JOHNSON	President, Parkville, L. I.
FRANK B. JOHNSON	Treasurer and Secretary, Parkville, L. I.
ALBERT F. JOHNSON	Superintendent, Parkville, L. I.

Communications intended for this company should be addressed, ALBERT F. JOHNSON, Parkville, Kings County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) ALBERT F. JOHNSON, *President.*
FRANK B. JOHNSON, *Treasurer.*

(No. 19.)

BROOKLYN, CONEY ISLAND AND ROCKAWAY.

This company was organized on the 6th of December, 1877, under the general law of the State of New York of 1850, and the acts amendatory thereof, for the purpose of reconstructing, owning and working a railroad formerly known as the Brooklyn, Flatbush and Coney Island Railroad, which said railroad had been purchased by trustees, preparatory for such organization; but, before commencement of the work of reconstruction, it was discovered that deception had been practiced in the deed of conveyance to said trustees; it was, therefore, determined to abandon for the present the reconstruction of said railroad. No work has been done thereon.

A. W. THOMPSON, *President.*

November 23d, 1878.

(No. 20.)

BROOKLYN ELEVATED SILENT SAFETY.

STATE OF NEW YORK, }
Kings County, } ss.:

JOHN Q. KELLOGG, Secretary of the Brooklyn Elevated Silent Safety Railway Company, being sworn, deposes and says, that the statements in the annexed report which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) JOHN Q. KELLOGG.

Subscribed and sworn to before me, }
 this 29th day of November, 1878. }

J. J. VAIL, *Notary Public, Kings Co.*

STOCK AND DEBTS.

Capital stock, as by charter	\$5,000,000 00
Amount of stock subscribed	564,853 00
Amount paid in, as by last report.	60,853 00
Total amount now paid in of capital stock.	60,853 00

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN M. PHELPS	Brooklyn, N. Y.
EDWARD H. COLE	Brooklyn, N. Y.
R. G. PHELPS	Brooklyn, N. Y.
E. O. PHELPS	Brooklyn, N. Y.
P. E. NOSTRAND	Brooklyn, N. Y.
JOHN L. NOSTRAND	Brooklyn, N. Y.
WM. H. SCHWALBE	Brooklyn, N. Y.
FRANKLIN MOREY	Brooklyn, N. Y.
A. STEWART ROWLEY	Brooklyn, N. Y.
JOHN Q. KELLOGG	Brooklyn, N. Y.

JOHN Q. KELLOGG Secretary, Brooklyn, N. Y.

JOHN L. NOSTRAND Engineer, Brooklyn, N. Y.

Communications intended for this company should be addressed, Brooklyn Elevated Railway Company, No. 363 Fulton street, Brooklyn, Kings County, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN Q. KELLOGG, *President.*

(No. 21.)

BROOKLYN, FLATBUSH AND CONEY ISLAND.

STATE OF NEW YORK, }
Kings County, } ss.:

JAMES N. SMITH, President, and W. E. DORWIN, acting Superintendent of operations of the Brooklyn, Flatbush and Coney Island Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) JAMES N. SMITH,
W. E. DORWIN.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

MORRIS B. WASHBURN,
Notary Public, Kings County.

STOCK AND DEBTS.

Capital stock, as by charter	\$300,000 00
Amount of stock subscribed	500,000 00
Amount paid in, as by last report	77,250 00
Total amount now paid in of capital stock	474,825 00
Total amount now of funded debt	604,000 00
Total amount now of floating debt	180,866 35
Total amount now of funded and floating debt	784,866 35
Average rate, per annum, of interest on funded debt	7 per cent.

At a meeting of the stockholders, held January 10, 1878, the capital stock was increased to \$500,000.

The road commenced carrying passengers on the 2d day of July, 1878, from Prospect Park, and on the 20th of August, 1878, from Atlantic avenue.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Excavation and masonry		\$232,877 19
For bridges		28,274 91
Superstructure, including iron		133,747 95
Passenger and freight stations, buildings and entrances		201,430 41
Motors and car houses, machine shops, machinery and fixtures		11,761 65
Land, land damages and fences	5,000 00	460,719 22
Locomotives and fixtures, and snow plows		36,268 69
Passenger and baggage cars		65,882 35
Freight and other cars		4,443 28
Engineering and agencies		75,693 62
Total cost of road and equipment	\$5,000 00	\$1,251,099 27

CHARACTERISTICS OF ROAD.

Length of road.....	7½ miles.
Length of road in this State.....	7½ "
Length of road laid.....	7½ "
Length of road laid in this State.....	7½ "
Length of double track, including sidings.....	8½ "
Weight of rail, per yard, on main track.....	56 pounds.
Number of engine-houses and shops.....	1
Number of engines.....	5
Number of first-class passenger cars.....	40
Number of freight cars, including coal cars.....	1
Number of service cars.....	7
Length of main line of road from Atlantic avenue, Brooklyn, to Brighton Beach, Atlantic Ocean, town of Gravesend.....	7½ miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	63,015
Number of miles run by freight trains.....	1,000
Number of passengers (all classes) carried in cars.....	602,692
Number of miles traveled by passengers, or number of passengers carried one mile.....	4,190,274
Number of tons, of 2,000 pounds, of freight carried in cars.....	1,510
Total movement of freight, or number of tons carried one mile.....	8,845
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour).....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by express trains, including stops...	29
Rate of speed of same when in motion.....	30
Average rate of speed adopted by freight trains, including stops....	12
Rate of speed of same when in motion.....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	44
Average weight, in tons, of freight trains, exclusive of freight.....	34

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of vegetable food.....	700
Coal.....	60
Other articles: Ice.....	750
Total.....	1,510

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	} 2½ and 3 cts.
For first-class way passengers.....	
For second-class through passengers.....	
For second-class way passengers.....	
For emigrant through passengers.....	
For emigrant way passengers.....	

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.	\$3,357 88	\$3,357 88	.....
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$1,053 55	\$1,053 55	.....
Repairs of passenger and baggage cars.	2,319 15	2,319 15	.....
Repairs of freight cars.	27 15	.....	\$27 15
Totals.	\$3,398 85	\$3,371 70	\$27 15

CHARACTERISTICS OF ROAD.

Length of road.....	7½ miles.
Length of road in this State.....	7½ "
Length of road laid.....	7½ "
Length of road laid in this State.....	7½ "
Length of double track, including sidings.....	8½ "
Weight of rail, per yard, on main track.....	56 pounds.
Number of engine-houses and shops.....	1
Number of engines.....	5
Number of first-class passenger cars.....	40
Number of freight cars, including coal cars.....	1
Number of service cars.....	7
Length of main line of road from Atlantic avenue, Brooklyn, to Brighton Beach, Atlantic Ocean, town of Gravesend.....	7½ miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	63,015
Number of miles run by freight trains.....	1,000
Number of passengers (all classes) carried in cars.....	602,692
Number of miles traveled by passengers, or number of passengers carried one mile.....	4,190,274
Number of tons, of 2,000 pounds, of freight carried in cars.....	1,510
Total movement of freight, or number of tons carried one mile.....	8,845
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by express trains, including stops.....	29
Rate of speed of same when in motion.....	30
Average rate of speed adopted by freight trains, including stops.....	12
Rate of speed of same when in motion.....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	44
Average weight, in tons, of freight trains, exclusive of freight.....	34

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of vegetable food.....	700
Coal.....	60
Other articles: Ice.....	750
Total.....	1,510

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	} 2½ and 3 cts.
For first-class way passengers.....	
For second-class through passengers.....	
For second-class way passengers.....	
For emigrant through passengers.....	
For emigrant way passengers.....	

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.	\$3,357 88	\$3,357 88	.....
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$1,052 55	\$1,052 55	.....
Repairs of passenger and baggage cars.	2,319 15	2,319 15	.....
Repairs of freight cars.	27 15	.....	\$27 15
Totals	\$3,398 85	\$3,371 70	\$27 15

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$5,957 93	\$5,957 93	.....
Agents and clerks.	3,964 23	3,964 23	.....
Porters, watchmen and switch tenders	6,518 03	6,518 03	.....
Wood and water station attendance	99 50	99 50	.....
Conductors, baggage and brakemen	3,657 59	3,657 59	.....
Engineermen and firemen	3,595 63	3,595 63	.....
Fuel: cost and labor of preparing for use	5,920 78	5,920 78	.....
Oil and waste for engines and tenders	562 83	562 83	.....
Oil and waste for passenger and baggage cars	221 78	221 78	.....
Damage for injuries of persons	2,060 99	2,060 99	.....
General superintendence	999 99	999 99
Contingencies	19,736 97	19,736 97
Totals	\$53,096 25	\$53,096 25

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SUBDIVISION OF CONTINGENCIES.

Insurance.....	\$3,777 63
Police	2,192 13
Misc.	6,260 25
Advertising	6,918 07
Miscellaneous expenses	588 89
Total	\$19,786 97

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.	\$3,357 88	\$3,357 88	.....
Repairs of machinery	8,398 85	3,371 70	\$27 15
Operating	53,096 25	53,096 25	.....
Totals	\$59,852 98	\$59,825 83	\$27 15

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	\$122,423 73
From freight	146 99
From other sources	12,775 68
Total	\$135,346 40

2d. RECEIPTS.

From passengers	\$122,423 73
From freight	146 99
Rent	12,775 68
Total	\$135,346 40

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$59,852 98
For interest	16,260 83
To payments to surplus fund	59,233 09
Total	\$135,346 40
Total amount of surplus fund	*\$59,233 09

*The surplus earnings, as shown above, amounting to \$59,233.09, have been absorbed in the cost of road and equipment.

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
June 3	1	....	1	....
July 11	1	....	....	....	1	....
August 24	1	....	....	....	1	....
Totals	2	....	1	....	3	....

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

June 3. About four o'clock, p. m., John D. Vanderhead was struck by engine No. 1, going south, empty, and was instantly killed. Vanderhead was walking at the side of the track, about half a mile north of South Greenfield; and as the engine was within thirty feet of him, he stepped on the track in front of the engine, and was struck, with result as above stated. Coroner's jury exonerated the company from blame.

July 11. About half-past nine in the evening, John Galagher was struck by engine No. 4, train No. 101, going south, at Greenfield, and was instantly killed. He was standing on the platform when the train approached; and when the engine was within fifty feet of him, he stepped on the track in front of the train, and was struck and instantly killed. He was employed on repairs of track at the time. Coroner's jury exonerated the company from any blame in the matter.

August 24. About nine o'clock in the evening, Michael Shaughnessey was struck by Long Island engine No. 71, on train 95, going south, and was instantly killed. He was walking on the north-bound track, about half a mile north of Gravesend, and meeting a north-bound train, stepped over on the south-bound track in front of south-bound train 95, and was struck, with result as above stated. He was in the employ of the company on track repairs. Coroner's jury exonerated the company from any blame in the matter.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

HENRY C. MURPHY	Brooklyn.
JOHN LEFFKETS	Flatbush, L. I.
BENJAMIN G. HITCHINGS.....	Gravesend, L. I.
ALBERT DAGGETT.....	Brooklyn.
CHARLES STORRS.....	Brooklyn.
ROBINSON GILL	Brooklyn.
THOMAS SULLIVAN.....	Brooklyn.
JAMES N. SMITH	Brooklyn.
ABRAM B. BAYLIS.....	Brooklyn.

JAMES JOURDAN Brooklyn.
 BENJAMIN F. TRACY Brooklyn.
 WILLIAM MARSHALL Brooklyn.
 STEPHEN H. HERRIMAN Brooklyn.

JAMES N. SMITH President, Brooklyn.
 JOHN LEFFERTS Treasurer, Flatbush, L. I.
 MONROE B. WASHBURN Secretary, Brooklyn.
 T. P. KINSLEY Engineer, Brooklyn.
 W. E. DOUVIN Superintendent, Brooklyn.

Communications intended for this company should be addressed, BROOKLYN, FLATBUSH AND CONNY ISLAND RAILWAY, No. 185 Montague street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JAMES N. SMITH, *President*.
 W. E. DOARIN, *Superintendent*.

(No. 22.)

BROOKLYN AND ROCKAWAY BEACH.

STATE OF NEW YORK, } ss.:
 Kings County, }

DE WITT C. LITTLEJOHN, President, and WILLIAM WARNER, acting Superintendent of operations of the Brooklyn and Rockaway Beach Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) DE WITT C. LITTLEJOHN,
 WILLIAM WARNER.

Subscribed and sworn to before me, }
 this 10th day of January, 1879. }

RICHARD PICKERING, *Notary Public, Kings Co.*

STOCK AND DEBTS.

Capital stock, as by charter	\$150,000 00
Amount of stock subscribed	147,500 00
Amount paid in, as by last report†	145,500 00
Total amount now paid in of capital stock	147,500 00
Funded debt, as by last report	80,000 00
Total amount now of funded debt	58,000 00
Floating debt, as by last report	7,000 00
The amount now of floating debt* .....	.....
Total amount now of funded and floating debt	58,000 00
Average rate, per annum, of interest on funded debt	7 per cent.

* The company is owing some small amounts, but has claims and means sufficient to pay them, hence report no floating debt.

† Last report made in 1871.

The property of the company was leased in March, 1871, to William Richardson, and after a short period he assigned his interest to P. H. Reid, of East New York, Kings county, N. Y. March 2d, 1878, Mr. Reid, not complying with the terms and conditions of the lease, the company re-entered upon the property, and since that date has operated the road. On taking possession, the company found the property in very bad condition, and has been obliged to expend all the earnings over actual running expenses, in extraordinary repairs, new buildings, and one new car. By an understanding with the bondholders, no interest has been paid on the bonded debt, as the earnings as above stated were expended in improvements. All expenditures, except for the car, have been charged to the current expenses of the year, to make up for the depreciation of the property in part, by wear and tear, and fire.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$83,716 24	\$83,716 24
For bridges.....		
Superstructure, including iron.....		
Passenger and freight stations, buildings and fixtures	113,458 25	113,458 25
Engine and car houses, machine shops, machinery and fixtures		
Land, land damages and fences.....		
Locomotives and fixtures, and snow plows	43,618 66	44,335 66
Passenger and baggage cars		
Freight and other cars.....		
Total cost of road and equipment.....	\$240,793 15	\$241,510 15

No separate account of the above items has been kept upon the company's books.

CHARACTERISTICS OF ROAD.

Length of road.....	3½ miles.
Length of road in this State.....	3½ "
Length of road laid.....	3½ "
Length of road laid in this State.....	3½ "
Length of double track, including sidings	1 "

Weight of rail, per yard, on main track. 40, 45 & 50 lbs.

Number of engine-houses and shops	1
Number of engines.....	3
Number of first-class passenger cars.....	11
Number of freight cars, including coal cars	8

Length of main line of road from East New York to Canarsie Landing, on Jamaica Bay* 3½ miles.

* After the construction of the above, an act was passed by the Legislature authorizing the company to extend its line from East New York to Hunter's Point. The company has never built the extension, but a portion of the line has been leased to the New York and Manhattan Beach Railway, at its own cost, and at a nominal rent to this company of one dollar per annum.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.*

Number of miles run by passenger trains	23,560
Number of passengers (all classes) carried in cars.....	190,175
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	18
Rate of speed of same when in motion	20
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	30

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	2 6-7 cents.
For first-class way passengers.....	2 6-7 "

* From March 2d, 1878, to September 30th, 1878.

The road was leased in 1871, but by reason of non-performance of contract, the company entered into possession, and have operated the road only since March 2d, 1878.

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.....	\$2,047 49	\$2,047 49	.....
Cost of iron used in repairs:			
Allotted to passenger transportation:			
Length in feet.....	2,219 91	2,219 91	.....
Weight in pounds.....	185 29	185 29	.....
Repairs of buildings.....	470 19	470 19	.....
Taxes on real estate.....			.....
Totals.....	\$4,922 88	\$4,922 88	.....
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$397 46	\$397 46	.....
Repairs of passenger and baggage cars.....	155 00	155 00	.....
Repairs of freight cars.....	217 83	.....	217 83
Incidental expenses, including oil, fuel, clerks, watchman, etc., about shops.....	193 96	193 96	.....
Totals.....	\$964 25	\$746 42	\$217 83

EXPENSES.

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	\$140 34	\$140 34	.....
Agents and clerks	165 25	165 25	.....
Porters, watchmen and switchtenders	63 00	63 00	.....
Wood and water station attendance	2,205 78	2,205 78	.....
Conductors, baggage and brakemen	611 42	611 42	.....
Enginemen and firemen	1,030 00	1,030 00	.....
Oil and waste for engines and tenders	140 00	140 00	.....
Oil and waste for freight cars	12 00	.....	\$12 00
Oil and waste for passenger and baggage cars	34 00	34 00	.....
Contingencies	9,194 36	9,194 36	.....
Totals	\$13,596 15	\$13,584 15	\$12 00

BROOKLYN AND ROCKAWAY BEACH

SUBDIVISION OF CONTINGENCIES.

	\$531 19
	452 24
ks and wharfs, and dredging	1,704 47
el and other rented buildings	1,025 29
f water works	568 45
f new engine house.	426 15
f ferry across Jamaica Bay	4,476 57
	<hr/>
	\$9,194 36

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ad-bed, etc.	\$4,922 88	\$4,922 88	
achinery.	964 25	746 42	\$217 83
	13,596 15	13,584 15	12 00
	<hr/>		
	\$19,483 28	\$19,253 45	\$229 83

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

engers	\$15,413 98
r sources	5,087 70
	<hr/>
	\$20,501 68

engers	\$15,413 98
	\$3,299 00
old iron	926 42
coal and oil	817 33
lumber	37 70
other material	7 25
	<hr/>
	5,087 70
	<hr/>
	\$20,501 68

OTHER THAN FOR CONSTRUCTION.

ortation expenses	\$19,483 28
st	54 86
nts to surplus fund	963 51
	<hr/>
	\$20,501 65

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.					/			
June 17.....	1	....	....	....	....	....	1	....
November 16.....	....	....	1	....	....	....	1	....
Total.....	1	....	1	....	....	....	2	....

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1878.

June 17. A German, name not known, attempted to cross the track of this company in front of a passing train, in the village of East New York, and was injured so that he died. There was no negligence on the part of any person in the employ of the company. The engineer and other employes are retained by the company.

November 16. Thomas Wilkins, a temperate, worthy man, was employed as trackman; while at work on the track, though notified by the engineer of the approaching train, and while the other men at work with him, and within a few feet of him, did move out of the way, he failed to do so far enough, and was struck by the engine and instantly killed. This was in the town of New Lots, county of Kings.

There was no fault on the part of any employe of the company, and no one was removed in consequence of the accident.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

DE WITT C. LITTLEJOHN Oswego, N. Y.
 HENRY W. JOHNSON New York.
 F. C. CANTINE Orango, N. J.

DE WITT C. LITTLEJOHN..... President.
 HENRY W. JOHNSON Treasurer and Secretary.
 WILLIAM WARNER..... Superintendent.

Communications intended for this company should be addressed, DE WITT C. LITTLEJOHN, East New York, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) DE WITT C. LITTLEJOHN, *President.*
 WILLIAM WARNER, *Superintendent.*

(No. 23.)

BUFFALO CITY.

STATE OF NEW YORK, } ss.:
Erie County,

THOMPSON HERSEE, President, and DAVID S. BENNETT, Managing Director and acting Superintendent of operations of the Buffalo City Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) THOMPSON HERSEE,
 DAVID S. BENNETT.

Subscribed and sworn to before me, }
 this 11th day of October, 1878. }

ALBERT F. BROWN,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	63,200 00
Total amount now paid in of capital stock.....	6,320 00
Total amount now of funded debt.....	19,500 00
The amount now of floating debt.....	547 37
Total amount now of funded and floating debt.....	20,047 37
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

Graduation and masonry.....	\$5,000 00
Superstructure, including iron.....	20,000 00
Engineering and agencies.....	1,000 00
Total.....	\$26,000 00

CHARACTERISTICS OF ROAD.

Length of road.....	7.50 miles.
Length of road laid.....	1 "
Weight of rail, per yard, on main track.....	56 pounds.
Length of main line of road from Buffalo creek to International bridge.....	7.50 miles.

. NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

THOMPSON HERSEE.....	Buffalo, N. Y.
ELAM R. JEWETT.....	Buffalo, N. Y.
RAY V. PIERCE.....	Buffalo, N. Y.
DAVID S. BENNETT.....	Buffalo, N. Y.
MARTIN TAYLOR.....	Buffalo, N. Y.
NELSON HOLLAND.....	Buffalo, N. Y.
WILLIAM H. GREENE.....	Buffalo, N. Y.
H. R. JONES.....	Buffalo, N. Y.
DAVID BELL.....	Buffalo, N. Y.
ABRAHAM TWICHELL.....	Buffalo, N. Y.
GEORGE COIT.....	Buffalo, N. Y.
C. J. HAMILTON.....	Buffalo, N. Y.
RICHARD TAYLOR.....	Guelph, Ontario.

THOMPSON HERSEE.....	President.
GEORGE COIT.....	Treasurer.
F. F. FARGO.....	Secretary.
GEO. E. MANN.....	Engineer.
D. S. BENNETT.....	Superintendent.

Communications intended for this company should be addressed, D. S. BENNETT, No. 1 Hersee block, Buffalo, Erie county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them, as far as practicable, and believe them to be correct.

(Signed) THOMPSON HERSEE, *President.*

DAVID S. BENNETT, *Managing Director and Acting Supt.*

(No. 24.)

BUFFALO, CORY AND PITTSBURGH.

ALLEGHENY VALLEY RAILROAD COMPANY, }
 OFFICE OF THE PRESIDENT,
 PITTSBURGH, Jan. 15, 1879. }

R. D. SMALLEY, Esq., *Deputy State Engineer and Surveyor, Albany, N. Y.:*

DEAR SIR—I am in receipt of your two favors asking for a statement of the operations of the Buffalo, Corry and Pittsburgh railroad for the time it was operated by this company. I am unable to comply fully with your request, except to give you a statement of the earnings, expenses, etc., as the books, papers, etc., pertaining to the operation, were turned over to the purchaser and by him removed to Oil City, and they are entirely out of my control.

The statement, as far as I am able to furnish it, I hand you herewith, and can only refer you for further information to Mr. G. F. Lewis, Mayville.

Yours truly,

JOHN SCOTT,

Attorney.

EARNINGS AND EXPENSES OF THE BUFFALO, CORRY AND PITTSBURGH RAILROAD, FROM
OCT. 1, 1877, TO JUNE 8, 1878.

EARNINGS.

Freight.....	\$39,251 71
Passenger.....	26,828 40
Express.....	1,436 79
Mail.....	1,933 27
Miscellaneous.....	694 95
Total.....	<u>\$70,140 12</u>

EXPENSES.

Conducting transportation.....	\$16,961 67
Motive power.....	15,878 28
Maintenance of way.....	2,064 02
Maintenance of cars.....	14,180 37
General expenses.....	6,052 24
Total.....	<u>\$55,136 58</u>
Net earnings.....	<u>\$15,003 54</u>

(No. 25.)

BUFFALO CREEK.

STATE OF NEW YORK, }
Erie County, } ss.:

E. L. HEDSTROM, acting Superintendent of operations of the Buffalo Creek Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) E. L. HEDSTROM.

Subscribed and sworn to before me, }
this 26th day of November, 1878. }

HENRY J. SHUTTLEWORTH,

Notary Public, Erie Co., New York.

STATE OF PENNSYLVANIA, }
Northampton County, } ss.:

WILLIAM H. SAYRE, Treasurer of Buffalo Creek Railroad Company, being duly sworn, says that the statements in the annexed report, which has been signed by him, are true and correct, according to the best of his knowledge and belief.

(Signed) WILLIAM H. SAYRE.

Subscribed and sworn to before me, }
this 22d day of November, 1878. }

GEORGE ZEIGENFORS,

Justice of the Peace.

STOCK AND DEBTS.

Capital stock, as by charter	\$250,000 00
Amount of stock subscribed	250,000 00
Amount paid in, as by last report	248,300 00
Total amount now paid in of capital stock	248,390 00
Floating debt, as by last report	107,633 84
The amount now of floating debt	98,268 38
Total amount now of funded and floating debt	98,268 38

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For gradation and masonry	\$44,109 52	\$45,073 67
For bridges	10,455 52	10,455 52
Superstructure, including iron	148,386 58	150,225 23
Engines and car houses, machine shops, machinery and fixtures	1,472 16	1,472 16
Land, land damages, and fences	64,410 95	64,910 95
Locomotives and fixtures, and snow plows	19,199 90	19,199 90
Engineering and agencies	7,759 63	7,759 63
Telegraph lines	571 09	614 24
Total cost of road and equipment	\$296,365 35	\$299,711 30

CHARACTERISTICS OF ROAD.

Length of road	4 miles.
Length of road in this State	4 "
Length of road laid	3.75 "
Length of road laid in this State	3.75 "
Weight of rail, per yard, on main track	58 pounds.
Number of engine-houses and shops	1
Number of engines	2

BUSINESS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of tons, of 2,000 pounds, of freight carried in cars	438,616.13
-------------------------------------------------------------------	------------

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Coal	285,036.13
Other articles	153,580
Total	438,616.13

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron	\$5,380 11	.....	\$5,380 11
Repairs of buildings.....	69 95	.....	69 95
Taxes on real estate	5,682 33	.....	5,682 33
Totals	\$11,132 39	.....	\$11,132 39
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,927 18	.....	\$1,927 18
Repairs of freight cars	209 25	.....	209 25
Repairs of tools and machinery in shops.....	1 40	.....	1 40
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about the shops	718 09	.....	718 09
Totals.....	\$2,855 92	.....	\$2,855 92

EXPENSES—(Continued).

OPERATING THE ROAD.

	Amount.	ALLOCATED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	\$126 97	.....	\$126 97
Agents and clerks	1,262 33	.....	1,262 33
Porters, watchmen, and switch tenders	3,088 36	.....	3,088 36
Enginemen and firemen	2,531 07	.....	2,531 07
Fuel : cost and labor of preparing for use	3,595 24	.....	3,595 24
Oil and waste for engines and tenders	287 77	.....	287 77
Damage for injuries of persons	325 00	.....	325 00
Damage to property, including damages by fire and cattle killed on road	108 00	.....	108 00
General superintendence	2,100 00	.....	2,100 00
Contingencies	1,690 47	.....	1,690 47
Totals	\$15,115 21	.....	\$15,115 21
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.	\$11,132 39	.....	\$11,132 39
Repairs of machinery	2,855 92	.....	2,855 92
Operating	15,115 21	.....	15,115 21
Totals	\$29,103 52	.....	\$29,103 52

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From freight.....	\$51,375 38
From other sources	318 16
Total	\$51,693 54

2d. RECEIPTS.

From freight.....	\$51,375 38
Telegraph	\$318 15
Overpayment of bill	01
Total	\$51,693 54

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$29,103 52
For interest.....	13,155 76
For rents.....	60 00
To payments to surplus fund.....	9,374 27
Total	\$51,693 54

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

June 27. Michael McDonald, in picking coal out of an empty coal-dump, fell through and cars ran over one leg.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ASA PACKER	Mauch Chunk, Pa.
ROBERT H. SAYRE	Bethlehem, Pa.
WILLIAM H. SAYRE	Bethlehem, Pa.
FRED. MERCUR	Wilkesbarre, Pa.
WILLIAM L. CONYNGHAM	Wilkesbarre, Pa.
ROBERT A. PACKER	Sayre, Pa.
CHARLES A. SWEET	Buffalo, N. Y.
J. N. SCATCHERD	Buffalo, N. Y.
JAMES M. WILLETT *	Buffalo, N. Y.
CLARENCE D. SIMPSON	Buffalo, N. Y.
JEWETT M. RICHMOND	Buffalo, N. Y.
EDWIN T. EVANS	Buffalo, N. Y.
E. L. HEDSTROM	Buffalo, N. Y.
E. L. HEDSTROM	President, Buffalo, N. Y.
WILLIAM L. CONYNGHAM	Vice-President, Wilksbarre, Pa.
WILLIAM H. SAYRE.....	Treasurer, Bethlehem, Pa.
J. N. SCATCHERD	Secretary, Buffalo, N. Y.

Communications intended for this company should be addressed, E. L. HEDSTROM, President, No. 29 Seneca street, Buffalo, Erie county, N. Y.

The undersigned having caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) E. L. HEDSTROM, *Act. Superintendent.*
WILLIAM H. SAYRE, *Treasurer.*

* Deceased; vacancy not filled.

(No. 26.)

BUFFALO ERIE BASIN.

STATE OF NEW YORK, }
Erie County, } ss.:

CHARLES T. COIT, Treasurer of the Buffalo Erie Basin Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

CHARLES T. COIT.

Subscribed and sworn to before me, }
this 28th day of November, 1878. }

R. PORTER LEE,

Notary Public, Erie Co., N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$20,000 00
Amount of stock subscribed	20,000 00
Amount paid in, as by last report.	2,000 00
Total amount now paid in of capital stock.	2,000 00
Floating debt, as by last report.	11,503 19
The amount now of floating debt	11,503 19
Total amount now of funded and floating debt.	11,503 19

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$10,003 19	\$10,003 19
For bridges	3,500 00	3,500 00
Total cost of road and equipment.... ..	\$13,503 19	\$13,503 19

CHARACTERISTICS OF ROAD.

Length of road	0.256 miles.
Length of road in this State	0.256 "
Length of road laid	0.256 "
Length of road laid in this State	0.256 "
Length of main line of road from New York Central track to Erie Basin wharf.	0.256 "

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

No regular transportation business has yet been done upon this road for which a rate of freight has been charged or paid, the property passing over it having been only that which the New York Central, Canada Southern and Grand Trunk Railway Companies have received from or delivered to the wharf, and the compensation has been received in wharfage or rent of the buildings upon the wharf and in the business gained by connection with the railroads.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

G. R. WILSON *	Buffalo.
CHARLES TOWNSEND*	Buffalo.
CHARLES T. COIT	Buffalo.
GEORGE COIT	Buffalo.
FRANK E. COIT	Buffalo.
WALTER T. WILSON	Buffalo.
FRANK S. COIT	Buffalo.
HENRY H. COIT	Buffalo.
LEVI ALLEN	Buffalo.
JAMES H. METCALFE	Buffalo.
CHARLES T. RICH	Buffalo.
JAMES B. PARKE	Buffalo.

CHARLES T. COIT Treasurer and Secretary.

Communications intended for this company should be addressed, CHARLES T. COIT, No. 64 Delaware street, Buffalo, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) CHARLES T. COIT, *Treasurer.*

(No. 27.)

BUFFALO AND JAMESTOWN.

STATE OF NEW YORK, }
Erie County, } ss. :

JAMES N. SCATCHERD, President, and PETER C. DOYLE, acting Superintendent of operations of the Buffalo and Jamestown Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES N. SCATCHERD,
 PETER C. DOYLE.

Subscribed and sworn to before me, }
 this 31st day of December, 1878. }

FRED. H. MOORE, *Com. of Deeds, City of Buffalo, N. Y.*

Subscribed and sworn to before me, this 4th day }
 of January, 1879, as to James N. Scatcherd. }

JAMES LITTLE, *Notary Public, in and for Erie County.*

* Deceased.

STOCK AND DEBTS.

er	\$2,000,000 00
ed	1,373,400 00
at report	1,367,343 95
of capital stock	1,367,343 95
report	1,432,695 00
led debt	1,432,695 00
report	127,706 47
g debt	128,942 24
led and floating debt	1,561,637 24
of interest on funded debt	gold .06

own Railroad was sold at foreclosure sale, and organized
thwestern Railroad, January 1, 1878, hence this report
months of the year 1877.

COST OF ROAD AND EQUIPMENT.

By present report.

ry	\$797,516 73
.....	394,707 32
iron	1,080,478 66
tions, buildings and fixtures	9,017 28
achine shops, machinery and fixtures	9,703 98
fences	291,449 66
and snow plows	50,075 49
urs	50,388 89
.....	69,415 06
.....	105,419 02
l equipment	\$2,858,172 09

CHARACTERISTICS OF ROAD.

.....	66½ miles.
te	66½ "
.....	66½ "
s State	66½ "
ncluding sidings	6½ "
on main track	50 and 60 lbs.
and shops	1
.....	5
enger cars	9
and express cars	2
ncluding coal cars	115
.....	126
al from Buffalo to Jamestown	66½ miles.

YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

passengers trains	24,254
freight trains	14,490
l classes) carried in cars	28,586
d by passengers, or number of passengers	823,038
ounds, of freight carried in cars	31,519.87
t, or number of tons carried one mile	1,475,710.99

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	20
Rate of speed of same when in motion	25
Average rate of speed adopted by express trains, including stops...	25
Rate of speed of same when in motion	30
Average rate of speed adopted by freight trains, including stops....	10
Rate of speed of same when in motion	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	91
Average weight, in tons, of freight trains, exclusive of freight	303

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	3,048.36
Of animals	1,845.61
Of vegetable food	8,407.50
Other agricultural products	171.23
Manufactures	4,460.37
Merchandise	1,574.05
Coal	10,976.42
Other articles	1,036.23
Total	31,519.87

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers	3 cents,
For first-class way passengers.....	3 "
For second-class through passengers.....	2 "
For second-class way passengers	3 "
For emigrant through passengers.....	2 "
For emigrant way passengers	3 "

Amount.	Amount.	
	Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron		
Repairs of bridges	\$7,549 06	\$4,564 92
Repairs of telegraph	816 33	191 28
Cost of iron used in repairs	10 30	6 23
Repairs of buildings	2,573 95	1,556 47
Repairs of fences and gates	1,583 69	1,957 06
Taxes on real estate	1,057 90	639 71
Totals	1,813 27	1,096 48
	\$14,904 50	\$9,012 75
REPAIRS OF MACHINERY.		
Repairs of engines and tenders		
Repairs of passenger and baggage cars	\$8,170 35	\$1,917 11
Repairs of freight cars	645 40	.....
Repairs of tools and machinery in shops	1,562 49	1,562 49
Totals	76 02	45 97
	\$5,454 26	\$3,525 57

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$499 31	\$197 38	\$301 93
Agents and clerks	3,289 34	1,304 23	1,995 11
Labor: loading and unloading freight.	1,320 81	.....	1,320 81
Porters, watchmen, and switch tenders.	311 30	123 06	188 24
Conductors, baggage and brakemen	2,793 94	1,104 44	1,689 50
Engineemen and firemen.	2,903 62	1,147 41	1,755 21
Fuel: cost and labor of preparing for use.	6,729 63	2,860 22	4,069 41
Oil and waste for engines and tenders.	725 21	286 68	438 53
Loss and damage of goods and baggage.	40 77	16 12	24 65
Damage to property, including damages by fire and cattle killed on road.	120 00	47 44	72 56
General superintendence.	2,185 00	863 73	1,321 27
Contingencies	7,049 81	2,623 54	4,426 27
Totals.	\$27,977 74	\$10,374 25	\$17,603 49

SUBDIVISION OF CONTINGENCIES.

.....	\$611 98
s. etc.....	963 46
CARS.....	1,130 56
.....	1,738 15
.....	1,605 35
.....	1,000 31
.....	<u>\$7,049 81</u>

CAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
etc.....	\$14,904 50	\$5,891 75	\$9,012 75
.....	5,454 26	1,928 69	3,525 57
.....	27,977 74	10,374 25	17,603 49
.....	<u>\$48,336 50</u>	<u>\$18,194 69</u>	<u>\$30,141 81</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

.....	\$22,802 12
.....	34,871 13
.....	2,923 90
.....	<u>\$60,597 15</u>

.....	\$22,802 12
.....	34,871 13
.....	\$1,119 66
.....	1,041 02
.....	376 23
.....	31 85
.....	355 14
.....	<u>2,923 90</u>
.....	<u>\$60,597 15</u>

EXPENSES FOR CONSTRUCTION.

.....	\$48,336 50
.....	2,807 09
.....	9,453 56
.....	<u>\$60,597 15</u>

LOCATIONS AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Buffalo, N. Y.
.....	Buffalo, N. Y.
.....	Buffalo, N. Y.
.....	Buffalo, N. Y.
.....	Buffalo, N. Y.

RICHARD I. SHERMAN	Buffalo, N. Y.
HENRY MARTIN	Buffalo, N. Y.
SOLOMON SCHRE	Buffalo, N. Y.
CHARLES A. SWEET	Buffalo, N. Y.
GEORGE R. POTTER	Buffalo, N. Y.
CHILTON M. FARRAR	Buffalo, N. Y.
MARSHALL N. JONES	Buffalo, N. Y.
LEMUEL S. JENKS	Gowanda.
JAMES N. SCATCHERD	President.
A. ALTMAN	Treasurer.
J. A. CAMPBELL	Secretary.
P. C. DOYLE	Superintendent.

Communications intended for this company should be addressed, P. C. DOYLE, No. 195 Main street, Buffalo, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JAMES N. SCATCHERD,
PETER C. DOYLE.

(No. 28.)

BUFFALO, NEW YORK AND ERIE.

STATE OF NEW YORK, } ss.:
New York County, }

CHARLES G. MILLER, President of the Buffalo, New York and Erie Railroad Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) C. G. MILLER.

Subscribed and sworn to before me, }
this 30th day of November, 1878. }

JOHN H. COLE,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$1,500,000 00
Amount of stock subscribed	950,000 00
Amount paid in, as by last report.	950,000 00
Total amount now paid in of capital stock.	950,000 00
Funded debt, as by last report	2,380,000 00
Total amount now of funded debt	2,380,000 00
Total amount now of funded and floating debt.	2,380,000 00
Average rate per annum, of interest on funded debt.	7 per cent.

and operated by, the Erie Railway Company, or its suc-
cessor, respectfully refers to the annual report of that company
of transportation, miles run, receipts, expenses, repairs,
accidents of the past year.
Tolls, expenses, etc., are paid by the lessee, as provided in

C. G. MILLER, *President.*

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
.....	\$3,330,000 00	\$3,330,000 00

CHARACTERISTICS OF ROAD.

.....	142 miles.
.....	142 "
.....	142 "

RECEIPTS AND CASH RECEIPTS AND PAYMENTS.

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Le Roy.

..... President and Acting Treasurer.

..... Secretary.

..... for this company should be addressed, CHARLES G.
....., New York city.

..... caused the foregoing statements to be prepared by the
..... of this company, from the books and records, and has
..... practicable, and believes them to be correct.

(Signed) C. G. MILLER, *President.*

.....	\$66,500 00
.....	188,600 00
.....	5,000 00
.....	\$238,100 00

..... New York, Lake Erie and Western Railroad companies as rental.
..... State Engineer and Surveyor.

BUFFALO, NEW YORK AND PHILADELPHIA

(No. 39.)

BUFFALO, NEW YORK AND PHILADELPHIA.

OF NEW YORK, } ss.:
Erie County, }

FRANKLIN S. BUELL, Treasurer, and WM. ROBINSON, acting Superintendent of operations of the Buffalo, New York and Philadelphia Railroad Company, being severally sworn, each for himself, deposes and says, that the statements in the annexed which has been signed by each of them, at the end thereof, are true and correct according to the best of his knowledge, information, and belief.

(Signed) FRANKLIN S. BUELL.
WM. ROBINSON.

Subscribed and sworn to before me, }
3d day of December, 1878. }

PHILIP JOYCE, Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$3,500,000 00
Amount of stock subscribed	2,383,100 00
Amount paid in, as by last report	1,944,650 00
Amount now paid in of capital stock.	1,968,950 00
Amount of debt, as by last report	3,449,500 00
Amount now of funded debt.....	3,807,500 00
Amount of floating debt, as by last report	1,076,308 80
Amount now of floating debt.....	711,339 29
Amount now of funded and floating debt.....	4,518,839 29
Rate per annum of interest on funded debt:	
First mortgage.....	6 p. c. gold.
Second mortgage.....	10 p. c. cur.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry	\$1,937,208 39	\$1,983,749 91
Buildings	258,751 14	265,276 33
Structure, including iron	1,773,736 57	1,820,059 31
Water and freight stations, buildings and fences	129,824 72	137,981 81
Engine and car houses, machine shops, machinery and fixtures	102,261 59	105,844 56
Repairs and damages, and fences	1,003,475 48	1,028,216 49
Locomotives and fixtures, and snow plows	300,246 90	328,908 56
Freight and baggage cars.....	98,183 30	99,575 04
Passenger and other cars	645,212 35	653,335 62
Engineering and agencies	154,325 73	156,906 53
Total cost of road and equipment	\$6,403,226 17	\$6,579,854 20

CHARACTERISTICS OF ROAD.

.....	120.55 miles.
.....	78.65 "
.....	120.55 "
State.....	78.65 "
cluding sidings.....	20.50 "
on main track.....	60 pounds,
and shops.....	5
.....	25
anger cars.....	12
and emigrant passenger cars.....	12
and express cars.....	5
cluding coal cars.....	1,049
l from Buffalo to Emporium, Pa.....	120.55 miles.

CAR IN TRANSPORTATION, AND TOTAL MILES RUN.

ssenger trains.....	132,014
ight trains.....	377,777
lasses) carried in cars.....	189,122
by passengers, or number of passengers	
.....	3,823,676
ounds, of freight carried in cars.....	731,385,223
or number of tons carried one mile.....	60,122,768
oted by ordinary passenger trains, includ-	
).....	25
in motion.....	30
oted by express trains, including stops... ..	25
n in motion.....	30
ted by freight trains, including stops....	10
n in motion.....	12
passenger trains, exclusive of passengers	
.....	50
freight trains, exclusive of freight.....	280

FREIGHT, SPECIFYING THE QUANTITY IN TONS.

st.....	100,731.122
.....	18,409.483
.....	26,004.519
.....	240.057
.....	13,166.435
.....	36,840.457
.....	119,145.467
.....	227,469.147
.....	189,378.111
.....	731,385.223

PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

engers.....	3 cents.
ers { New York.....	3 "
{ Pennsylvania.....	3½ "

EXPENSES.

	Amount.	ALLOCATED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.	\$85,688 83	\$21,422 21	\$64,266 62
Cost of iron used in repairs.	59,965 54	14,991 38	44,974 16
Repairs of buildings.	1,993 32	498 33	1,494 99
Repairs of fences and gates.	614 34	153 58	460 76
Taxes on real estate.	28,288 82	7,072 20	21,216 62
Totals.	\$176,550 85	\$44,137 70	\$132,413 15
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$17,947 78	\$4,311 94	\$12,635 84
Repairs of passenger and baggage cars.	4,280 42	4,280 42	.....
Repairs of freight cars.	22,856 48	.....	22,856 48
Repairs of tools and machinery in shops.	1,468 14	367 03	1,101 11
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.	3,293 12	823 28	2,469 84
Totals.	\$49,145 94	\$9,782 67	\$39,363 27

Porters, watchmen, and switchtenders.....	12,968 21	3,239 56	9,718 66
Wood and water station attendance.....	3,455 33	871 33	9,614 00
Conductors, baggage and brakemen.....	27,816 75	6,954 19	20,862 56
Enginemen and firemen.....	40,487 14	10,121 76	30,365 38
Fuel: cost and labor of preparing for use.....	37,161 33	9,290 33	27,871 00
Oil and waste for engines and tenders.....	5,143 79	1,285 95	3,857 84
Oil and waste for freight cars.....	494 66	123 66	371 00
Oil and waste for passenger and baggage cars.....	39 00	7 50	23 50
Loss and damage of goods and baggage.....	512 20	128 05	384 15
Damage for injuries of persons.....	2,616 68	654 17	1,962 51
Damage to property, including damages by fire and cattle killed on road.....	15,898 79	1,887 54	14,011 25
General superintendence.....			
Contingencies.....			
Totals.....	\$188,722 65	\$43,806 40	\$144,916 25
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.....	\$176,550 85	\$44,137 70	\$132,413 15
Repairs of machinery.....	49,145 94	9,782 67	39,363 27
Operating.....	186,722 65	43,806 40	144,916 25
Totals.....	\$414,419 44	\$97,726 77	\$316,692 67

BUFFALO, NEW YORK AND PHILADELPHIA

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
From passengers.....	\$134,313 17
From freight.....	704,156 58
From other sources.....	26,398 84
Total	\$864,868 59

RECEIPTS.	
From passengers.....	\$134,313 17
From freight.....	704,156 58
Miscellaneous receipts.....	\$2,731 37
Milk freight.....	3,004 32
Telegraph receipts.....	1,948 71
Extra baggage.....	243 76
American Express Company.....	9,657 50
United States mail.....	8,813 18
	26,398 84
Total.....	\$864,868 59

PAYMENTS OTHER THAN FOR CONSTRUCTION.	
For transportation expenses.....	\$414,419 44
For interest.....	250,011 89
For payments to surplus fund.....	200,437 20
Total.....	\$864,868 59

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
14.....	1	.....	.....	.....	1	.....
2.....	1	.....	.....	.....	1	.....
13.....	1	.....	1	.....
10.....	1	.....	1	.....
Totals	2	.....	2	.....	4	.....

Following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

On March 14. Charles Sweezey, brakeman, fell from his train in the night, near Elma, and was killed.

On April 2. Frederick Moss, switchman, caught between cars in performance of his duty and killed, at Buffalo.

On April 13. Luke Kenney, stealing a ride on freight train, and in jumping off was killed at Portville.

On August 10. An unknown man, intoxicated, fell under a train and had both legs broken off, at Olean, and died from injuries.

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Watkins.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.

.....	President, Buffalo.
.....	Treasurer and Secretary, Buffalo.
.....	Engineer, Buffalo.
.....	Superintendent, Buffalo.

ed for this company should be addressed, 577 Louisiana
y, N. Y.

caused the foregoing statements to be prepared by the
of this company, from the books and records, and have
practicable, and believe them to be correct.

(Signed) FRANKLIN S. BUELL, *Treasurer.*
WM. ROBINSON, *General Superintendent.*

(No. 30.)

BUFFALO NIAGARA SLIP.

} ss.:
resident of the Buffalo Niagara Slip Railroad Company,
self deposes and says, that the statements in the annexed
igned, at the end thereof, are true and correct, according to
, information, and belief.

(Signed) JAMES TILLINGHAST.

before me, }
ber, 1877. }

LES A. POOLEY, *Notary Public, Erie Co., N. Y.*

CAPITAL STOCK.

er	\$20,000 00
ed	15,100 00
report	1,510 00
.....	1,510 00

This company was organized to build a road from a point connecting with the Niagara Falls branch of the New York Central and Hudson River Railroad, near Georgia street in Buffalo city, extending southerly on a curved line, between the Erie canal and said road, to near Niagara slip or slip No. 3, and thence extending southwesterly, parallel with Niagara slip, to the original shore line of Lake Erie.

The length of said railroad, as near as the same can be estimated, will not exceed, when completed, one mile.

No part of the work has as yet been constructed.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY. :

Directors.

J. TILLINGHAST.....	Buffalo, N. Y.
W. W. GRIMES.....	Lancaster, N. Y.
J. W. TILLINGHAST.....	Buffalo, N. Y.
GEORGE B. GATES.....	Buffalo, N. Y.
S. F. HARTMAN.....	Lancaster, N. Y.
HENRY WATERS.....	Buffalo, N. Y.
F. D. STOW.....	Buffalo, N. Y.
C. W. POLLARD.....	Buffalo, N. Y.
T. DUVAL.....	Buffalo, N. Y.
D. H. McMILLAN.....	Buffalo, N. Y.
A. P. LANING.....	Buffalo, N. Y.
JOHN McLEAN.....	Buffalo, N. Y.
SETH E. WELLS.....	Buffalo, N. Y.

JAMES TILLINGHAST..... President.

F. D. STOW..... Vice-President.

W. H. GRIMES..... Secretary and Treasurer.

Communications for this company should be addressed, J. TILLINGHAST, President, Buffalo, Erie county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. TILLINGHAST, *President.*

Number of engine-houses and shops.....	2
Number of engines.....	9
Number of first-class passenger cars.....	9
Number of baggage, mail, and express cars.....	2
Number of freight cars, including coal cars.....	136
Number of service cars.....	1

Length of main line of road from Buffalo to Jamestown, New York, 67.236 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	87,056
Number of miles run by freight trains.....	75,673
Number of passengers (all classes) carried in cars.....	101,024
Number of miles traveled by passengers, or number of passengers carried one mile.....	3,770,017
Number of tons, of 2,000 pounds, of freight carried in cars.....	138,227.52
Total movement of freight, or number of tons carried one mile.....	9,554,156.32
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by express trains, including stops...	30
Rate of speed of same when in motion.....	35
Average rate of speed adopted by freight trains, including stops....	12
Rate of speed of same when in motion.....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	91
Average weight, in tons, of freight trains, exclusive of freight.....	303

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	\$11,881 68
Of animals.....	4,574 70
Of vegetable food.....	5,645 61
Other agricultural products.....	886 46
Manufactures.....	7,974 80
Merchandise.....	8,350 85
Coal.....	92,407 55
Other articles.....	6,505 87
Total.....	\$138,227 52

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

For first-class through passengers.....	3 cents.
For first-class way passengers.....	3 "
For second-class through passengers.....	2 "
For second-class way passengers.....	2 "
For emigrant through passengers.....	2 "
For emigrant way passengers.....	3 "

	Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$20,447 72	\$11,514 12
Repairs of bridges.....	433 20	277 72
Repairs of telegraph.....	26 00	14 64
Cost of iron used in repairs.....	686 20	385 40
Repairs of buildings.....	310 49	174 84
Repairs of fences and gates.....	306 99	172 87
Taxes on real estate.....	9,076 80	5,111 04
Totals.....	\$31,347 20	\$17,651 63
REPAIRS OF MACHINERY.		
Repairs of engines and tenders.....	\$10,334 54	\$5,519 38
Repairs of passenger and baggage cars.....	2,519 28	.....
Repairs of freight cars.....	7,443 62	7,443 62
Repairs of tools and machinery in shops.....	634 50	357 29
Totals.....	\$20,931 94	\$13,320 29

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$3,137 48	\$1,370 77	\$1,766 71
Agents and clerks	11,263 56	4,921 05	6,342 51
Labor: loading and unloading freight.....	3,578 61	.....	3,578 61
Porters, watchmen, and switchtenders.....	1,362 00	595 06	766 94
Conductors, baggage and brakemen.....	12,608 79	5,508 78	7,100 01
Engineers and firemen.....	13,152 20	5,746 20	7,406 00
Fuel: cost and labor of preparing for use	17,600 97	7,689 86	9,911 11
Oil and waste for engines and tenders.....	2,544 03	1,111 49	1,432 54
Loss and damage of goods and baggage	196 97	86 06	110 91
Damage to property, including damages by fire and cattle killed on road.....	20 00	8 74	11 26
General superintendence.....	5,747 87	2,511 24	3,236 63
Contingencies	48,160 41	11,435 82	36,724 59
Totals	\$119,372 89	\$40,985 07	\$78,387 82

SUBDIVISION OF CONTINGENCIES.

.....	\$1,552 55
s, etc.	3,599 41
cars	14,265 19
ght cars	15,832 25
enger cars	6,293 90
expenses.....	31 29
.....	6,585 82
.....	<u>\$48,160 41</u>

AMOUNT OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
etc.	\$31,347 20	\$13,695 57	\$17,651 63
.....	20,931 94	7,311 65	13,620 29
.....	119,372 89	40,985 07	78,387 82
.....	<u>\$171,652 03</u>	<u>\$61,992 29</u>	<u>\$109,659 74</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

.....	\$85,299 84
.....	124,815 48
s	11,534 67
.....	<u>\$221,649 99</u>
.....	<u>\$85,299 84</u>
.....	124,815 48
.....	\$3,553 07
.....	2,782 69
.....	1,009 38
.....	126 96
ipts.....	4,062 57
.....	<u>11,534 67</u>
.....	<u>\$221,649 99</u>

AMOUNT FOR CONSTRUCTION.

expenses.....	\$171,652 03
.....	8,800 24
urplus fund.....	41,197 72
of surplus fund.....	<u>\$221,649 99</u>

BUFFALO AND SOUTHWESTERN

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
October 10.....	....	1	....	....	....	....	....	1
October 18.....	1	....	....	....	....	....	1	....
October 2.....	....	....	....	1	....	....	....	1
October 21.....	1	1	....	1	....	....	1	2

Following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

- October 18. Train No. 16 struck an unknown man at Collins' station. He was killed with his head upon the rail, apparently wishing to commit suicide; head injured considerably; at last account was in fair way to recover.
- October 28th. Train No. 14, while switching at Dayton, struck Mr. Devine, who was standing on crossing; left arm and side badly jammed; he died two hours later.
- November 2d. Train No. 13 struck C. B. Sturtevant, agent, at Kennedy, while crossing on main track; injured internally.

NAMES AND RESIDENCIES OF OFFICERS OF THE COMPANY.

Directors.

JAMES ADAMS.....	Buffalo, N. Y.
HENRY MARTIN.....	Buffalo, N. Y.
JOHN F. MOULTON.....	Buffalo, N. Y.
W. S. BISSELL.....	Buffalo, N. Y.
GEORGE BEALS.....	Buffalo, N. Y.
W. TILLINGHAST.....	Buffalo, N. Y.
GEORGE TALBOT.....	Buffalo, N. Y.
H. H. NEWMAN.....	Buffalo, N. Y.
HENRY KIP.....	Buffalo, N. Y.
EDMOND KINGMAN.....	Cummington, Mass.
JOHN JONES.....	Buffalo, N. Y.
JOHN S. JENKS.....	Gowanda, N. Y.
A. ALTMAN.....	Buffalo, N. Y.

JAMES ADAMS.....	President.
A. ALTMAN.....	Treasurer.
W. S. BISSELL.....	Secretary, pro tem.
JOHN F. MOULTON, General Manager.....	Superintendent.

Communications intended for this company should be addressed, JOHN F. MOULTON, Main street, Buffalo, Erie county, N. Y.

have caused the foregoing statements to be prepared by the
 agents of this company, from the books and records, and have
 compared the same with the original documents, and believe them to be correct.

(Signed) JAMES ADAMS, *President*.
 JOHN F. MOULTON, *General Manager*.

(No. 32.)

BUFFALO, SYRACUSE AND ALBANY.

John F. Moulton, President of the Buffalo, Syracuse and Albany Railroad
 Company, deposes and says, that the statements in the annexed report,
 made by him at the end thereof, are true and correct, according
 to the best of his knowledge, information, and belief.

(Signed) J. D. FEATHERSTONHAUGH.

Subscribed before me, }
 the 1st day of December, 1878. }
 S. A. ROCKFELLER,
 Notary Public, New York County.

STOCK AND DEBTS.

Capital stock	\$10,000,000 00
Debts	1,404,500 00
Total	11,404,500 00

Organized January 29, 1878.

In the session of 1878, this company introduced an act, entitled
 "An act to provide for the transportation of the people of the State of New York, by
 railroads, and authorizing the Buffalo, Syracuse and Albany Railroad Company to construct a railroad thereon,
 for the purpose of transportation and transportation purposes;" and this company pro-
 posed a bill to the coming Legislature of 1879.

CHARACTERISTICS OF ROAD.

Length of road	338 miles.
State	338 "
Distance from Buffalo to Albany	338 "

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Buffalo, N. Y.
.....	Lockport, N. Y.
.....	Oswego, N. Y.
.....	Rochester, N. Y.

ALFRED WILKINSON	Syracuse, N. Y.
THOMAS H. STRYKER	Rome, N. Y.
ADDISON DAY	Utica, N. Y.
J. D. FEATHERSTONHAUGH	Schenectady, N. Y.
S. H. SWEET	Albany, N. Y.
J. W. VAN VALKENBURGH	Albany, N. Y.
CHARLES ELY	New York city.
EDWARD CRANE	New York city.
EDWARD APPLETON	Boston, Mass.
J. D. FEATHERSTONHAUGH	President.
J. B. HOUSTON	Treasurer.
F. E. FROTHINGHAM	Secretary.

Communications intended for this company should be addressed, F. E. FROTHINGHAM, Secretary, Coal and Iron Exchange Building, 21 Cortlandt street, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. D. FEATHERSTONHAUGH, *President.*

(No. 33.)

CANAL.

STATE OF NEW YORK, }
Chemung County, } ss.:

ROBERT T. TURNER, President, and MATTHIAS H. ARNOT, Secretary and Treasurer of the Canal Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ROBERT T. TURNER,
MATTHIAS H. ARNOT.

Subscribed and sworn to before me, }
this 10th day of October, 1878. }

PLATT V. BRYAN,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$60,000 00
Amount of stock subscribed	6,750 00
Total amount now paid in of capital stock	653 00

The construction of this road has not yet commenced.

RESIDENCES OF OFFICERS OF THE COMPANY.

..... Elmira, N. Y.
..... Elmira, N. Y.
..... Breesport, N. Y.
..... Elmira, N. Y.
..... Horseheads, N. Y.
..... Elmira, N. Y.
..... Elmira, N. Y.
..... Elmira, N. Y.
..... Elmira, N. Y.
..... Elmira, N. Y.
..... Elmira, N. Y.
..... Elmira, N. Y.
..... Elmira, N. Y.

ER..... President.
OT..... Treasurer and Secretary.

ed for this company should be addressed, ROBERT T.
ter street, Elmira, Chemung county, N. Y.

caused the foregoing statements to be prepared by the
s of this company, from the books and records, and have
practicable, and believe them to be correct.

(Signed) ROBERT T. TURNER,
MATTHIAS H. ARNOT.

(No. 34.)

DAIGUA, PALMYRA AND ONTARIO.

} ss.:
urer of the Canandaigua, Palmyra and Ontario Railroad
eposes and says, that the statements in the annexed report,
him at the end thereof, are true and correct, according to
, information, and belief.

(Signed) PLINY T. SEXTON.

before me, }
r, 1877. }
ROBERT M. SMITH,
Notary Public, Wayne County, N. Y.

STOCK AND DEBTS.

er	\$1,000,000 00
ed	41,900 00
t report.....	6,680 00
of capital stock	6,680 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Engineering and agencies	\$6,632 49	\$6,658 04

CHARACTERISTICS OF ROAD.

Length of road	35 miles.
Length of road in this State	35 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JAMES BRACKETT	Rochester, N. Y.
J. E. ELLIOTT	Clinton, N. Y.
T. G. YEOMANS	Walworth, N. Y.
WALLACE SHERMAN	Macedon, N. Y.
A. P. CRANDALL	Palmyra, N. Y.
C. W. BENNETT	Palmyra, N. Y.
J. R. PRATT	Manchester, N. Y.
JAMES McKECHNIE	Canandaigua, N. Y.
LEVI TILLOTSON	Canandaigua, N. Y.
H. C. LUCAS	Canandaigua, N. Y.
ROBERT CHAPIN	Canandaigua, N. Y.

JAMES McKECHNIE

Vice-President.

PLINY T. SEXTON

Treasurer and Secretary.

R. E. HUSLEY

Engineer.

Communications intended for this company should be addressed, PLINY T. SEXTON, Secretary, Palmyra, Wayne county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed)

PLINY T. SEXTON, *Treasurer.*

(No. 35.)

CARTHAGE, WATERTOWN AND SACKETT'S HARBOR.

STATE OF NEW YORK, }
Jefferson County, } ss.:

GEORGE H. SHERMAN, Secretary and Treasurer of the Carthage, Watertown and Sackett's Harbor Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

G. H. SHERMAN.

Subscribed and sworn to before me, }
 this 14th day of November, 1878. }

N. P. WARDWELL,

Notary Public.

STOCK AND DEBTS.

er	\$700,000 00
ed	491,700 00
t report	486,953 00
of capital stock	486,953 00
report	300,000 00
ed debt	300,000 00
ed and floating debt	300,000 00
of interest on funded debt	7 per cent.

will appear in report of the Utica and Black River Railroad

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
ry	\$602,050 06	\$602,050 06
iron		
tions, buildings and	17,932 59	17,932 59
machine shops, ma		
fences	126,827 78	126,827 78
and snow plows	10,103 80	10,103 80
ars	10,170 63	10,170 63
.....	5,552 05	5,552 05
.....	11,046 35	11,046 35
d equipment	\$783,683 26	\$783,683 26

CHARACTERISTICS OF ROAD.

.....	30 miles.
te	30 "
.....	30 "
s State	30 "
cluding sidings	1 "
on main track	56 lbs.
and shops	3
.....	2
senger cars (rated as 8-wheel cars)	2
l, and express cars (rated as 8-wheel cars),	1
.....	8
and from Carthage to Sackett's Harbor	30 miles.

and operated by, the Utica and Black River Railroad Com-
and expenses appear in the report of that company.

EARNINGS, CASH RECEIPTS, AND PAYMENTS.

Black River Railroad Company paid \$18,499.04 interest on the out-
any. No other rental was paid.

State Engineer and Surveyor.

NAMES AND RESIDENCES OR OFFICERS OF THE COMPANY.

Directors.

GEORGE B. PHELPS	Watertown, N. Y.
NORRIS WINSLOW	Watertown, N. Y.
PIERSON MUNDY	Watertown, N. Y.
ISAAC MUNSON	Watertown, N. Y.
GEORGE H. SHERMAN	Watertown, N. Y.
GEORGE N. BAGLEY	Watertown, N. Y.
HIRAM CONVERSE	Watertown, N. Y.
H. W. SHREAD	Watertown, N. Y.
WILLARD IVES	Watertown, N. Y.
THEODORE CANFIELD	Sackett's Harbor, N. Y.
WALTER B. CAMP	Sackett's Harbor, N. Y.
DAVID DEXTER	Black River.
R. P. FLOWER	New York City.

GEORGE B. PHELPS President.

G. H. SHERMAN Secretary and Treasurer.

Communications intended for this company should be addressed, GEORGE H. SHERMAN, Watertown, Jefferson county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed)

G. H. SHERMAN,

Secretary and Treasurer.

(No. 36.)

CAYUGA SOUTHERN.

STATE OF NEW YORK, } ss.:
Cayuga County, }

GEORGE C. MORRIS and WILLIAM STEPHENSON, acting Superintendent of operations of the Cayuga Southern Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

GEORGE C. MORRIS,
W. STEPHENSON.

Subscribed and sworn to before me, }
this 26th day of November, 1878. }

W. C. ALDERSON,

Notary Public.

NOTE.—This report includes the operations of the Cayuga railroad from October 1, 1877, to December 3, 1877, inclusive.

State Engineer and Surveyor.

STOCK AND DEBTS.

er.....	\$425,000 00
ed.....	425,000 00
of capital stock.....	425,000 00
g debt.....	30,190 20
ed and floating debt.....	30,190 20

COST OF ROAD AND EQUIPMENT.

	By present report.
ipment.....	\$425,000 00

CHARACTERISTICS OF ROAD.

.....	38 miles.
te.....	38 "
.....	38 "
s State.....	38 "
cluding sidings.....	5 "
on main track.....	56 pounds.
and shops.....	2
.....	1
enger cars.....	1
l, and express cars.....	1
cluding coal cars.....	6
ad from Cayuga to Ithaca.....	38 miles.

YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

passenger trains.....	25,040
coal trains.....	27,080
freight trains.....	25,040
l classes) carried in cars.....	43,345
d by passengers, or number of passengers	
.....	614,807
pounds, of freight carried in cars.....	21,315.01
te.....	134,171.00
t, or number of tons carried one mile.....	448,648.42
te.....	4,531,690.00
pted by ordinary passenger trains, includ-	
(r).....	20
en in motion.....	30
pted by express trains, including stops...	20
en in motion.....	30
pted by freight trains, including stops....	8
en in motion.....	12
of passenger trains, exclusive of passengers	
.....	44
of freight trains, exclusive of freight.....	178

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	}	21,315.01
Of animals.....		
Of vegetable food.....		
Other agricultural products.....		
Manufactures.....	}	134,171.00
Merchandise.....		
Coal.....		134,171.00
Total.....		<u>155,486.01</u>

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

For first-class through passengers.....	3 cents.
For first-class way passengers.....	3 "

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	Passenger transportation	Freight transportation
Repairs of road-bed and railway, excepting cost of iron.	\$33,881 82	\$12,770 18	\$21,111 64
Repairs of bridges.	1,208 08	455 45	752 63
Taxes on real estate.	3,398 28	1,283 15	2,115 13
Totals.	\$38,488 18	\$14,508 78	\$23,979 40
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$4,334 20	\$1,637 23	\$2,696 97
Repairs of passenger and baggage cars.	418 83	418 83	.....
Repairs of freight cars.	1,379 04	.....	1,379 04
Totals.	\$6,132 07	\$2,056 06	\$4,076 01

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	}	
Of animals.....		
Of vegetable food.....		
Other agricultural products.....		21,315.01
Manufactures.....		
Merchandise.....		
Coal.....		134,171.00
Total.....		<u>155,486.01</u>

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

For first-class through passengers.....	3 cents.
For first-class way passengers.....	<u>3 "</u>

	Amount.	ACCRUED TO	
		Passenger transportation	Freight transportation
Repairs of road-bed and railway, excepting cost of iron.....	\$33,881 82	\$12,770 18	\$21,111 64
Repairs of bridges.....	1,208 08	455 45	752 63
Taxes on real estate.....	3,398 28	1,283 15	2,115 13
Totals.....	\$38,488 18	\$14,508 78	\$23,979 40
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$4,334 20	\$1,637 23	\$2,696 97
Repairs of passenger and baggage cars.....	418 83	418 83	.....
Repairs of freight cars.....	1,379 04	.....	1,379 04
Totals.....	\$6,132 07	\$2,056 06	\$4,076 01

EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$650 43	\$165 44	\$484 99
Agents and clerks.	6,096 96	2,656 24	4,040 72
Porters, watchmen, and switchtenders.	946 77	356 93	589 84
Conductors, baggage and brakemen.	12,550 19	3,497 64	9,052 55
Fuel: cost and labor of preparing for use.	8,870 38	3,349 13	5,521 25
Damage to property, including damages by fire and cattle killed on road.	45 00	16 97	28 03
Totals	\$29,759 73	\$10,042 35	\$19,717 38
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.	\$38,488 18	\$14,508 78	\$23,979 40
Repairs of machinery.	6,132 07	2,056 06	4,076 01
Operating.	29,759 73	10,042 35	19,717 38
Totals	\$74,379 98	\$26,607 19	\$47,772 79

INCOME AND CASH RECEIPTS AND PAYMENTS.

.....	\$16,417 26
.....	27,143 40
.....	3,040 36
.....	<u>\$46,601 02</u>

.....	\$16,417 26
.....	27,143 40
.....	\$26 00
.....	1,785 91
.....	1,228 45
.....	30,190 20
.....	<u>38,230 56</u>

.....	<u>\$76,791 23</u>
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EXPENSES FOR CONSTRUCTION.

.....	\$74,879 98
.....	2,411 24
.....	<u>\$76,791 22</u>

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Ithaca, N. Y.
.....	Ithaca, N. Y.
.....	Auburn, N. Y.
.....	New York city.
.....	Auburn, N. Y.
.....	Auburn, N. Y.
.....	Auburn, N. Y.
.....	Brooklyn, N. Y.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.

.....	President, Philadelphia, Pa.
.....	Treas. and Sec., Philadelphia, Pa.
.....	Superintendent, Ithaca, N. Y.

ed for this company should be addressed, Cayuga Southern
38 South Third street, Philadelphia, Pa.

caused the foregoing statements to be prepared by the
s of this company, from the books and records, and have
practicable, and believe them to be correct.

(Signed) GEO. C. MORRIS, *President.*
WM. STEVENSON, *Superintendent.*

CAYUGA AND SUSQUEHANNA

(No. 37.)

CAYUGA AND SUSQUEHANNA.

OF NEW YORK, ss.:

BY R. PYNE, Treasurer, and WILLIAM R. HUMPHREY, acting Superintendent of
ions of the Cayuga and Susquehanna Railroad Company, being severally
each for himself deposes and says, that the statements in the annexed report,
has been signed by each of them at the end thereof, are true and correct,
ing to the best of his knowledge, information, and belief.

(Signed) P. R. PYNE,
W. R. HUMPHREY.

ibed and sworn to before me by }
R. Pyne, this 21st day of Novem- }
1878.

J. M. ANDREINI,
Notary Public, New York County.

ibed and sworn to before me by }
R. Humphrey, this 13th day of }
ember, 1878.

H. W. STEPHENS,
Notary Public.

STOCK AND DEBTS.

l stock, as by charter.....	\$1,500,000 00
ut of stock subscribed.....	687,000 00
at paid in, as by last report	589,110 00
amount now paid in of capital stock.....	589,110 00

a railroad is leased to and operated by the Delaware, Lackawanna and
rn Railroad Company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
raduation and masonry	\$169,074 49	\$169,074 49
idges	29,093 39	29,093 39
tructure, including iron	293,477 04	293,477 04
nger and freight stations, buildings and } res	45,622 82	45,622 82
e and car houses, machine shops, ma- ery and fixtures.....		
land damages, and fences.....	52,803 89	52,803 89
otives and fixtures, and snow plows	41,570 00	41,570 00
nger and baggage cars	10,196 88	10,196 88
at and other cars.....	27,774 21	27,774 21
eeing and agencies	22,063 59	22,063 59
boats.	52,409 95	52,409 95
otal cost of road and equipment.....	\$744,087 16	\$744,087 16

CHARACTERISTICS OF ROAD.

.....	34.61 miles.
.....	34.61 "
.....	34.61 "
.....	34.61 "
.....	6 "
.....	56 to 68½ pds.
.....	2
.....	6
.....	2
.....	2
.....	2
.....	34.61 miles.

FEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

.....	41,369
.....	34,175
.....	25,016
.....	469,767
.....	47,368
.....	1,448,964
.....	20
.....	24
.....	20
.....	24
.....	12
.....	14
.....	50
.....	125

FREIGHT, SPECIFYING THE QUANTITY IN TONS.

.....	3,461
.....	1,149
.....	4,615
.....	962
.....	1,159
.....	1,770
.....	32,010
.....	2,243
.....	47,368

PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

.....	4 cents.
.....	4 "
.....	2 "
.....	2 "

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron	\$14,109 69	\$7,054 84	\$7,054 85
Repairs of bridges	74 42	.....	74 42
Cost of iron used in repairs	7,700 00	3,850 00	3,850 00
Repairs of buildings	25 46	15 27	10 19
Repairs of fences and gates	379 57	9 57	370 00
Taxes on real estate	4,431 05	2,267 50	2,163 55
Totals	\$28,720 19	\$13,197 18	\$13,523 01
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$2,504 76	\$968 22	\$1,536 54
Repairs of passenger and baggage cars	563 34	563 34	.....
Repairs of freight cars	1,801 11	.....	1,801 11
Repairs of tools and machinery in shops	1,445 94	481 98	963 96
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	1,813 60	694 53	1,209 07
Totals	\$8,128 75	\$2,618 07	\$5,510 68

OPERATING THE ROAD.		Amount.	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	.....	\$524 53	\$262 26	\$202 27
Agents and clerks	.....	3,618 44	1,809 22	1,809 22
Labor: loading and unloading freight	.....	2,420 94	.....	2,420 94
Porters, watchmen, and switchtenders	.....	263 92	131 96	131 96
Wood and water station attendance	.....	994 12	497 06	497 06
Conductors, baggage and brakemen	.....	4,432 96	2,402 00	2,030 26
Enginemen and firemen	.....	4,917 96	2,751 90	2,166 06
Fuel: cost and labor of preparing for use	.....	7,845 22	3,922 61	3,922 61
Oil and waste for engines and tenders	.....	567 68	276 12	291 56
Oil and waste for freight cars	.....	42 50	.....	42 50
Oil and waste for passenger and baggage cars	.....	67 22	67 22	.....
Loss and damage of goods and baggage	.....	48 65	24 82	24 83
General superintendence	.....	3,150 00	1,575 00	1,575 00
Contingencies	.....	3,728 09	1,737 08	1,991 01
Totals	.....	\$32,021 53	\$15,466 75	\$17,164 78

CAYUGA AND SUSQUEHANNA

SUBDIVISION OF CONTINGENCIES.

rent expenses at general office, New York	\$3,025 03
rental expenses, etc., New York	436 04
cost of cars	29 94
cost of small items	237 08
Total	\$3,728 09

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.	\$26,720 19	\$13,197 18	\$13,523 01
Cost of machinery	8,128 75	2,618 07	5,510 68
Freight	32,621 53	15,456 75	17,164 78
Totals	\$67,470 47	\$31,272 00	\$36,198 47

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
From passengers	\$16,439 47
From freight	30,136 68
From other sources	4,708 87
Total	\$51,285 02

RECEIPTS.	
From passengers	\$16,439 47
From freight	30,136 68
Express	\$2,175 22
Mail	2,519 61
Telegraph	14 04
	4,708 87
Total	\$51,285 02

PAYMENTS OTHER THAN FOR CONSTRUCTION.	
For transportation expenses	\$67,470 47
For dividends on stock—amount and rate per cent.	53,019 90
For rent on coal lands	1,580 10
Total	\$122,070 47

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

THOMAS W. GALE	New York.
JOSIAS TAYLOR	New York.
WILLIAM E. DODGE	New York.
JOHN J. BLAIR	Blairstown, N. J.
B. WILLIAMS	Ithaca.
WILLIAM WALTER PHELPS	New York.
STEPHEN MERRIHEW	New York.
HERCY R. PYNE	New York.
ARTHUR BONDON	New York.

..... President.
..... Secretary and Treasurer.
HUMPHREY, Superintendent.

ed for this company should be addressed, PERCY R. PYNE,
street, New York.

e caused the foregoing statements to be prepared by the
s of this company, from the books and records, and have
practicable, and believe them to be correct.

(Signed) P. R. PYNE, *Treasurer.*
W. R. HUMPHREY, *Superintendent.*

(No. 38.)

VIA, CANASTOTA AND DE RUYTER.

X, } ss. :

reasurer, and JOHN STEBBINS, acting Superintendent of oper-
Canastota and De Ruyter Railroad Company, being sever-
self deposes and says, that the statements in the annexed
signed by each of them, at the end thereof, are true and
best of his knowledge, information, and belief.

(Signed) LEWISON FAIRCHILD,
JOHN STEBBINS.

o before me, }
nber, 1878. }

O. H. RASBACH, *Notary Public.*

STOCK AND DEBTS.

ter	\$1,100,000 00
bed	614,000 00
st report.	614,000 00
n of capital stock	614,000 00
ded debt.	600,000 00
report.	3,656 48
ing debt.	7,220 89
ded and floating debt.	607,220 89
n, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$350,100 00	\$350,100 00
For bridges	2,400 00	2,400 00
Superstructure, including iron	125,000 00	125,000 00
Passenger and freight stations, buildings and fixtures	18,500 00	18,500 00
Engine and car houses, machine shops, ma- chinery and fixtures.....		
Land, land damages, and fences.....	54,000 00	54,000 00
Locomotives and fixtures, and snow plows	13,000 00	13,000 00
Passenger and baggage cars.....	8,000 00	8,000 00
Freight and other cars.....	5,000 00	5,000 00
Engineering and agencies.....	38,000 00	38,000 00
Total cost of road and equipment.....	\$614,000 00	\$614,000 00

CHARACTERISTICS OF ROAD.

Length of road.....	29.25 miles.
Length of road in this State	29.25 "
Length of road laid.....	29.25 "
Length of road laid in this State	29.25 "
Weight of rail, per yard, on main track	60 pounds.
Number of engine-houses and shops	3
Number of engines	3
Number of first-class passenger cars.....	4
Number of baggage, mail, and express cars.....	2
Number of freight cars, including coal cars.....	12
Length of main line of road from Canastota to De Ruyter.....	29.25 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains*	28,650
Number of miles run by freight trains.....	
Number of passengers (all classes) carried in cars	15,539
Number of miles traveled by passengers, or number of passengers carried one mile	149,472
Number of tons, of 2,000 pounds, of freight carried in cars.....	7,075
Total movement of freight, or number of tons carried one mile.....	99,050
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour)	26
Rate of speed of same when in motion.....	25
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	75

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	1,090
Of animals	140
Of vegetable food.....	320
Other agricultural products	685
Manufactures	2,150

* Passenger and freight trains run together.

RAILROAD REPORT.

113

.....	225
.....	1,425
.....	1,040
.....	<u>7,075</u>

FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES
PER MILE, AS FOLLOWS.

Passengers	5 cents.
Freight	5 "

IN THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Railway, excepting cost of iron	\$7,875 57
.....	4 67
.....	484 33
.....	<u>\$8,314 57</u>

EXPENSES OF REPAIRS OF MACHINERY.

Locomotives.....	\$783 04	
Passenger baggage cars.....	}	254 16
Machinery in shops.....		
		<u>\$1,037 20</u>

EXPENSES OF OPERATING THE ROAD.

Wages, etc.	\$59 97
.....	2,533 34
Switchtenders	840 00
Brakemen	960 00
.....	1,886 00
Preparing for use	2,222 56
Cars	219 30
.....	666 66
.....	<u>\$9,387 83</u>

AGGREGATE OF TRANSPORTATION EXPENSES.

.....	\$8,314 57
.....	1,037 20
.....	9,387 83
.....	<u>\$18,739 60</u>

GROSS RECEIPTS AND CASH RECEIPTS AND PAYMENTS.

.....	\$7,830 21
.....	7,389 03
.....	843 56
.....	<u>\$16,062 80</u>

.....	\$7,830 21
.....	7,379 03
.....	\$120 00
.....	666 56
.....	42 00
.....	<u>828 56</u>
.....	<u>\$16,037 80</u>

3d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For transportation expenses \$18,739 60

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE J. RICE.	Breesport.
SIDNEY T. FAIRCHILD.	Cazenovia.
JOHN STEBBINS.	Cazenovia.
CHARLES BROWN.	Cazenovia.
L. WALTERS LEDYARD.	Cazenovia.
JOHN FAIRCHILD.	Cazenovia.
ERASTUS ABBOTT.	New Woodstock.
DAVID H. RASBACH.	Canastota.
LAMBERT B. KERN.	De Ruyter.
CHARLES STEBBINS.	Cazenovia.
JOSEPH NICHOLS.	Cazenovia.
LEWISON FAIRCHILD.	Cazenovia.

GEORGE J. RICE. President.

LEWISON FAIRCHILD. Treasurer and Secretary.

JOHN STEBBINS. Superintendent.

Communications intended for this company should be addressed, Cazenovia, Madison county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) LEWISON FAIRCHILD, *Treasurer.*
JOHN STEBBINS, *Superintendent.*

(No. 39.)

CENTRAL SARATOGA.

STATE OF NEW YORK, }
New York City and County, } ss.:

CHARLES C. CLARKE, Treasurer of the Central Saratoga Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) C. C. CLARKE.

Subscribed and sworn to before me, }
this 19th day of December, 1878. }

ISAAC P. CHAMBERS,
Notary Public, New York County.

STOCK AND DEBTS.

ter.....	\$500,000 00
ed.....	500,000 00
of capital stock	25,000 00

ry surveys, no work has been done. No money has been

CHARACTERISTICS OF ROAD.

.....	25 miles.
te	25 "
ad from Schenectady to Saratoga Springs..	25 "

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

LT	New York.
F.....	New York.
LT	New York.
RBILT	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	Albany, N. Y.
.....	Buffalo, N. Y.
.....	Troy, N. Y.
T.....	President, New York.
.....	Treasurer, New York.
.....	Secretary, New York.
SE	Engineer, Albany.

ed for this company should be addressed, Central Saratoga
d Central Depot, New York.

caused the foregoing statements to be prepared by the
s of this company, from the books and records, and has
practicable, and believes them to be correct.

(Signed) C. C. CLARKE, Treasurer.

(No. 40.)

CHARLOTTE LAKE VIEW. .

K, }
York, } ss.:
resident of the Charlotte Lake View Railroad Company,
self deposes and says, that the statements in the annexed

report, which has been signed at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. TILLINGHAST.

Subscribed and sworn to before me, }
this 14th day of December, 1878. }

CHARLES A. POOLBY,
Notary Public, Erie County, N. Y.

CAPITAL STOCK.

Capital stock, as by charter.....	\$200,000 0
Amount of stock subscribed.....	14,200 0
Total amount paid in, last report.....	1,420 0
Total amount paid in now.....	1,420 0

This company was organized to build a road from the New York Central and Hudson River Railroad tracks in the village of Charlotte, town of Greece, Monroe county, New York, along the shore of Lake Ontario to Braddock's Bay inlet.

The length of said railroad, as near as the same can be estimated, will be, when completed, seven miles.

The work of surveying the route and line has been partly done.

CHARACTERISTICS OF ROAD.

Length of road.....	7 miles
---------------------	---------

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

J. TILLINGHAST.....	Buffalo, N. Y.
GEORGE J. WHITNEY.....	Rochester, N. Y.
GEORGE H. BURROWS.....	Rochester, N. Y.
J. M. WHITNEY.....	Rochester, N. Y.
W. H. CUMINGS.....	Rochester, N. Y.
W. H. GRIMES.....	Lancaster.
B. SPENCER.....	Rochester, N. Y.
A. G. YATES.....	Rochester, N. Y.
H. R. PIERSON.....	Albany, N. Y.
CHAS. H. FISHER.....	Albany, N. Y.
F. D. STOW.....	Buffalo, N. Y.
GEORGE DARLING.....	Rochester, N. Y.
EDWARD HARRIS.....	Rochester, N. Y.

J. TILLINGHAST.....	President.
G. J. WHITNEY.....	Vice-President.
W. H. GRIMES.....	Secretary and Treasurer.

Communications for this company should be addressed to me, at Buffalo, N. Y.

J. TILLINGHAST, *President.*

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. TILLINGHAST, *President.*

(No. 41.)

CHAUTAUQUA LAKE.

LVANIA, } ss. :
 ty.

ent, and J. A. COUTANT, acting Superintendent of operations
 ce Railroad Company, being severally sworn, each for himself
 the statements in the annexed report, which has been signed
 e end thereof, are true and correct, according to the best of
 ation, and belief.

(Signed) G. SHAMBURG,
 J. A. COUTANT.

to before me, }
 umber, 1878. }

JOHN O'NEILL,
Notary Public.

STOCK AND DEBTS.

arter	\$500,000 00
ribed	140,000 00
ast report	14,000 00
l in of capital stock	14,000 00
st report	567 43
ating debt	567 43

of floating debt reported has been paid by the president, who
 took for this amount, but not having yet subscribed for said
 rs on the books as so much indebtedness.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
nd fences, and right of way	\$10,000 00	\$10,000 00
cies	4,567 43	4,567 43
and equipment	\$14,567 43	\$14,567 43

CHARACTERISTICS OF ROAD.

.....	25 miles.
state	25 " "
road from Mayville to Jamestown and Falconer,	25 " "

CHEMUNG

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

G. SHAMBURG	Titusville, Pa.
J. A. COUTANT	Titusville, Pa.
A. F. HOWARD	Dunkirk, N. Y.
E. G. PATTERSON	Titusville, Pa.
D. O. WICKHAM	Titusville, Pa.
ROGER SHERMAN	Titusville, Pa.
H. N. TWOMBLY	New York City.
W. W. PATRICK	Pittsburgh, Pa.
LOUIS EMERY, Jr.	Bradford, Pa.
HUGH O'HARE	Titusville, Pa.
B. F. WEAVER	Shanburgh, Pa.
DANIEL WILLIAMS	Ashville, N. Y.

GARSON SHAMBURG President, Titusville, Pa.

ROGER SHERMAN Treasurer and Secretary.

J. A. COUTANT Vice-President and Acting Superintendent.

Communications intended for this company should be addressed, J. A. COUTANT, Titusville, Pa.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

G. SHAMBURG, *President.*

J. A. COUTANT, *Vice-President and Acting Supt.*

(No. 42.)

CHEMUNG.

STATE OF MARYLAND, }
Baltimore City, } ss.:

J. S. LEIB, Treasurer of the Chemung Railroad Company, being sworn, deposes and says that the statements in the annexed report, which has been signed by him and the other officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

J. S. LEIB.

Subscribed and sworn to before me, }
18th day of November, 1878. }

G. E. SANGSTON,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$380,000 00
Amount of stock subscribed	380,000 00
Amount paid in, as by last report	380,000 00
Amount now paid in of capital stock	380,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Equipment.....	\$380,000 00	\$380,000 00

CHARACTERISTICS OF ROAD.

.....	17.8 miles.
te	17.8 "
.....	17.8 "
State.....	17.8 "
nd from Erie Junction to Watkins.....	17.8 "

INGS AND CASH RECEIPTS AND PAYMENTS.

ral Railroad Company, on account of net	\$22,800 00
per cent)	\$22,800 00

ent was paid in July, 1878, from net earnings of 1877.
Company is a corporation organized under a special act of
te of New York, passed May 14, 1845, entitled "An act to
on of a railroad from the head of Seneca lake to the New
the county of Chemung," and the several acts amendatory

1849, having been leased, while in the course of construc-
Erie Railway Company, for the period of ten years from
and delivery; and upon the expiration of that time it was
company for a term of twenty years, from January 1, 1859,
May 10, 1872, when the lease of January 1, 1859, was
me the road has been operated by the Northern Central
r information in regard to its operations reference will be
company.

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Harrisburgh, Pa.
.....	Philadelphia, Pa.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Baltimore, Md.
.....	Baltimore, Md.
.....	President.
.....	Vice-President.
.....	Treasurer.
.....	Secretary.

used, but operated at cost by the Northern Central Railroad Com-

State Engineer and Surveyor.

Communications intended for this company should be addressed to the office of the company, Elmira, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. S. LEIB.

(No 43.)

CHEMUNG.

OPERATOR.

STATE OF NEW YORK, }
Chemung County, } ss.:

ROBERT NEILSON, acting Superintendent of operations of the Northern Central Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ROBERT NEILSON.

Subscribed and sworn to before me, }
 this 19th day of November, 1878. }

HORACE C. FRENCH,
Notary Public, in and for Chemung County.

STATE OF MARYLAND, }
Baltimore City, } ss.:

J. S. LEIB, Treasurer of the Northern Central Railway Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

J. S. LEIB.

Subscribed and sworn to before me, }
 this 18th day of November, 1878, }

G. E. SANGSTON,
Notary Public.

CHARACTERISTICS OF ROAD.

Length of road.....	17.8 miles.
Length of road in this State.....	17.8 "
Length of road laid.....	17.8 "
Length of road laid in this State.....	17.8 "
Length of double track, including sidings.....	4.5 "
Weight of rail, per yard, on main track.....	64 pounds.
Length of main line of road from Erie Junction to Watkins.....	17.8 miles.

The equipment used on this road belongs to the Northern Central Railway.

YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

by passenger trains.....	50,834
by freight trains.....	104,005
(all classes) carried in cars.....	113,725
carried by passengers, or number of passengers.....	1,747,795
100 pounds, of freight carried in cars.....	780,530
weight, or number of tons carried one mile.....	14,616,965
adopted by ordinary passenger trains, including (hour).....	22
when in motion.....	25
adopted by express trains, including stops... when in motion.....	26
adopted by freight trains, including stops... when in motion.....	28 to 30
of passenger trains, exclusive of passengers.....	10
of freight trains, exclusive of freight.....	12 to 14
	50
	170

OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

forest.....	16,878
.....	5,786
ducts.....	107,552
.....	37,117
.....	32,808
.....	561,647
.....	18,742
.....	780,530

FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

passengers.....	} 2.65 cents.
passengers.....	
high passengers.....	
passengers.....	
passengers.....	

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$23,430 40	\$5,857 60	\$17,572 80
Repairs of bridges	4,540 39	1,135 10	3,405 29
Repairs of telegraph	196 13	49 03	147 10
Cost of iron used in repairs.....	5,363 30	1,340 83	4,022 48
Repairs of buildings	545 97	93 40	452 57
Repairs of fences and gates	444 58	111 15	333 43
Taxes on real estate.....	7,405 76	1,851 69	5,555 07
Totals.....	\$41,927 53	\$10,438 79	\$31,488 74
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$9,214 26	\$1,927 57	\$7,286 69
Repairs of passenger and baggage cars	99	99	.....
Repairs of freight cars	744 09	.....	744 09
Repairs of tools and machinery in shops	830 22	207 55	622 67
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	4,288 60	1,072 15	3,216 45
Totals	\$15,078 16	\$3,208 26	\$11,869 90

Office expenses, stationery, etc.....	\$3,289 42	\$852 18	\$2,437 24
Agents and clerks.....	4,798 04	1,128 67	3,669 37
Labor: loading and unloading freight.....	1,638 86	.....	1,638 86
Porters, watchmen, and switchtenders.....	4,981 73	1,790 03	3,191 70
Wood and water station attendance.....	677 72	169 43	508 29
Conductors, baggage and brakemen.....	11,203 31	3,257 38	7,945 93
Enginemen and firemen.....	10,328 04	2,260 67	8,067 37
Fuel: cost and labor of preparing for use.....	9,700 77	2,290 93	7,409 84
Oil and waste for engines and tenders.....	1,141 77	301 22	840 55
Oil and waste for freight cars.....	466 05	.....	466 05
Oil and waste for passenger and baggage cars.....	152 29	152 29	.....
Loss and damage of goods and baggage.....	148 87	.....	148 87
Damage for injuries of persons.....	18 50	18 50	.....
General superintendence.....	727 32	209 07	518 25
Contingencies.....	21,666 78	5,416 69	16,250 09
Totals.....	\$70,937 47	\$17,847 06	\$53,090 41

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$41,927 53	\$10,438 79	\$31,488 74
Repairs of machinery.....	15,078 16	3,208 26	11,869 90
Operating.....	70,937 47	17,847 06	53,090 41
Totals.....	\$127,943 16	\$31,494 11	\$96,449 05

CHEMUNG

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.

From passengers	\$46,407 17
From freight	108,091 99
From other sources	6,035 51
Total	<u>\$160,534 67</u>

RECEIPTS.

From passengers	\$46,407 17
From freight	108,091 99
Express	\$3,480 52
Mail	2,154 33
Sundries	400 66
Total	<u>6,035 51</u>
Total	<u>\$160,534 67</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$127,943 16
For interest on valuation of equipment	13,361 59
For payments to lessor on account of net earnings	22,800 00
Total	<u>\$164,104 75</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
8	2	..	..	..	2
27	1	..	..	..	1
8	1	..	..	..	1
ust 22	1	..	1
ember 20	1	..	..	..	..	..	1
	..	1	..	4	..	1	..	6

following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

ne 8. Watkins; first train 54; coupling cars; hand bruised; W. S. Welton, man.

ne 8. Horseheads; gravel train; car gravel dumped by another brakeman. he (Killkelly) was under car; squeezed considerably; James Killkelly, man.

ne 27. Horseheads; train 60; coupling cars; hip squeezed; Thomas Hewitt, man.

ly 8. Elmira shops; train 54; fell between engine tank and car while pulling arm broken; George W. Elliot, brakeman.

s; train 3; attempted to cross ahead of train; arm and jaw
shall.

ma; train 4; jumped off train while in motion; head and
le, insane.

re caused the foregoing statements to be prepared by the
nts of this company, from the books and records, and have
s practicable, and believe them to be correct.

(Signed) J. S. LEIB, *Treasurer*.
ROBERT NEILSON, *Supt.*

(No. 44.)

CLAYTON AND THERESA.

K. }
ss. :

Treasurer, and acting Superintendent of operations of the
Railroad Company, being sworn, deposes and says, that the
ed report, which has been signed by him at the end thereof,
according to the best of his knowledge, information, and belief.

(Signed) RUSSEL B. BIDDLECOM.

o before me, }
nber, 1878. }

G. W. LINGENFELTER,

Notary Public, Jefferson County.

STOCK AND DEBTS.

arter	\$250,000 00
ibed	207,200 00
ast report.	203,570 00
in of capital stock.	203,570 00
report	205,000 00
ended debt.	200,000 00
t report	19,193 81
ing debt	19,193 81
ended and floating debt.	219,193 81
n, of interest on funded debt.	7 per cent.

company has been leased for a term of years to the Utica and
company.

CLAYTON AND THERESA

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Graduation and masonry	\$75,019 45	\$75,019 45
Bridges	281 26	281 26
Structure, including iron	143,412 09	143,412 09
Engine and freight stations, buildings and fences	2,488 56	2,488 56
Engine and car-houses, machine shops, ma- chinery and fixtures	2,982 49	2,982 49
Land damages, and fences	42,396 73	42,396 73
Salaries, expenses	12,058 31	12,058 31
Engineering and agencies	43,084 21	43,084 21
Total cost of road and equipment	\$321,723 10	\$321,723 10

CHARACTERISTICS OF ROAD.

Length of road	15.86 miles.
Length of road in this State	15.86 "
Length of road laid	15.86 "
Length of road laid in this State	15.86 "
Length of double track, including siding .....	.95 "
Weight of rail, per yard, on main track	56 pounds.
Number of engine-houses and shops	1
Length of main line of road from Clayton to Theresa Junction	15.86 miles.

* EARNINGS AND CASH RECEIPTS AND PAYMENTS.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ALDEN F. BARKER	Clayton, Jefferson Co., N. Y.
THOMAS REES	Clayton, Jefferson Co., N. Y.
JOHN JOHNSTOWN	Clayton, Jefferson Co., N. Y.
RICHARD M. ESSELSTYN	Clayton, Jefferson Co., N. Y.
JAMES JOHNSON	Clayton, Jefferson Co., N. Y.
JOHN DORR	Clayton, Jefferson Co., N. Y.
STEPHEN D. JOHNSTOWN	Clayton, Jefferson Co., N. Y.
ELIJAH McCARN	Clayton, Jefferson Co., N. Y.
RUSSEL B. BIDDLECOM	Orleans, Jefferson Co., N. Y.
ROBERT T. JEROME	Orleans, Jefferson Co., N. Y.
JOHN A. SNELL	Orleans, Jefferson Co., N. Y.
WILLIAM ROGERS	Orleans, Jefferson Co., N. Y.
NATHAN HALLOWAY	Orleans, Jefferson Co., N. Y.

ALDEN F. BARKER	President, Clayton, N. Y.
RUSSEL B. BIDDLECOM	{ Treasurer and Secretary, Lafargeville, N. Y.
EDWARD A. BOND	
RUSSEL B. BIDDLECOM	Engineer, Clayton, N. Y.
	Superintendent.

RE.—The Utica and Black River Railroad Company paid \$14,000 interest on the outstand-
ing bonds of this company. No other rental was paid.

State Engineer and Surveyor.

ded for this company should be addressed, ALDEN F. BAICKER,
 RUSSEL B. BIDDLECOM, Secretary, Lafargeville, Jefferson county,

caused the foregoing statements to be prepared by the
 its of this company, from the books and records, and has
 practicable, and believes them to be correct.

RUSSEL B. BIDDLECOM, *Treasurer*.

(No. 45.)

CHERRY VALLEY, SHARON AND ALBANY.

K. }
 ss. :

treasurer of the Cherry Valley, Sharon and Albany Railroad
 deposes and says, that the statements in the annexed re-
 turned by him, at the end thereof, are true and correct, accord-
 ing to his knowledge, information, and belief.

(Signed) H. J. OLCOTT.

to before me, }
 October, 1878. }

GEORGE B. DAKIN, *Notary Public*.

STOCK AND DEBTS.

Capital stock.....	\$500,000 00
Bonded.....	287,100 00
Unbonded report.....	281,350 00
Amount of capital stock.....	286,650 00
Unbonded report.....	10,000 00
Bonded debt.....	10,000 00
Unbonded and floating debt.....	10,000 00
Rate of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Equipment.....	\$600,000 00	\$600,000 00

to the Delaware and Hudson Canal Company, on or about
 1876, on their assumption of the bonded debt of the road,
 \$100,000 of floating debt.

CHARACTERISTICS OF ROAD.

Length.....	20.91 miles.
Width.....	.87 "
Weight on main track.....	56 pounds.

CLOVE BRANCH

EARNINGS AND CASH RECEIPTS AND PAYMENTS.*

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM W. CAMPBELL.....	Cherry Valley, N. Y.
HORATIO J. OLCOTT.....	Cherry Valley, N. Y.
JAMES YOUNG.....	Cherry Valley, N. Y.
COE F. YOUNG.....	Honedale, Pa.
GEORGE L. HAIGHT.....	New York.
RODMAN G. MOULTON.....	New York.
JAMES C. HARTT.....	New York.
W. W. CAMPBELL.....	President.
COE F. YOUNG.....	Vice-President.
H. J. OLCOTT.....	Treasurer.
GEORGE L. HAIGHT.....	Secretary.

Communications intended for this company should be addressed to the secretary New York.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) H. J. OLCOTT, *Treasurer.*

(No. 46.)

CLOVE BRANCH.

STATE OF NEW YORK, }
New York County, } ss.:

JOHN S. SCHULTZ, President and Treasurer, and CHARLES L. KIMBALL, acting Superintendent of operations of the Clove Branch Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN S. SCHULTZ,
CHARLES L. KIMBALL.

Subscribed and sworn to before me, }
this 6th day of December, 1878. }

JOSEPH M. BULGER,
Notary Public, New York County.

NOTE.—The rental—fifty per cent of gross earnings—has been paid to the Delaware and Hudson Canal Company, to reduce the indebtedness of the road. The interest on funded debt charged in the Delaware and Hudson Canal Company's over interest account.

State Engineer and Surveyor.

STOCK AND DEBTS.

ter	\$150,000 00
ed.....	150,000 00
st report.....	150,000 00
of capital stock	150,000 00
report.....	7,500 00
g debt	7,500 00
led and floating debt	7,500 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Equipment.....	\$164,300 00	\$164,300 00

CHARACTERISTICS OF ROAD.

.....	4.25 miles.
te	4.25 "
.....	4.25 "
s State.....	4.25 "
cluding sidings.....	1 "
on main track	56 pounds.
and shops	1
.....	1
cluding coal cars.....	30
oad from Clove Branch Junction to Sylvan	4.25 miles.

WEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

passenger trains	}	5,763
freight trains.....		
l classes) carried in cars		2,324
by passengers, or number of passengers		6,312
.....		
pounds, of freight carried in cars.		58,117
, or number of tons carried one mile		246,997
opted by freight trains, including stops....		10
en in motion		12
ed passenger and freight trains.		

OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

est.	931
.....	479
.....	144
.....	59
ts.....	7,460
.....	234
.....	13,674
ron ore.....	35,136
.....	58,117

PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

ssengers.....	3 cents.
gers	3 "

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.....	\$3,769 93	\$138 50	\$3,631 43
Repairs of buildings.....	192 91	9 64	183 27
Repairs of fences and gates.....	173 86	8 69	165 17
Taxes on real estate.....	832 05	40 16	791 89
Totals.....	\$4,968 75	\$196 99	\$4,771 76
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$510 20	\$25 50	\$484 70
Repairs of freight cars.....	497 68	.....	497 68
Totals.....	\$1,007 88	\$25 50	\$982 38

	Amount.	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$786 33	\$39 31	\$747 03
Agents and clerks.....	630 00	31 50	598 50
Porters, watchmen, and switchtenders.....	367 55	18 37	349 18
Wood and water station attendance	11 26	56	10 70
Conductors, baggage and brakemen.....	1,303 38	65 15	1,238 23
Enginemen and firemen.....	1,347 89	67 39	1,280 50
Fuel: cost and labor of preparing for use.....	1,327 28	66 36	1,260 92
Oil and waste for engines and tenders.....			
Oil and waste for freight cars.....	150 88	7 50	143 38
Oil and waste for passenger and baggage cars.....	2 20	.....	2 20
Loss and damage of goods and baggage.....	509 88	.....	509 88
Use of rolling stock	3,520 00	70 00	3,450 09
General superintendence.....	830 03	41 50	788 53
Contingencies			
Totals	\$10,756 68	\$407 64	\$10,379 04

CLOVE BRANCH

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$4,968 75	\$196 99	\$4,771 76
Repairs of machinery.....	1,007 88	25 50	982 38
Operating	10,786 68	407 64	10,379 04
Totals.....	\$16,763 31	\$630 13	\$16,133 18

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
From passengers.....	\$262 12
From freight.....	18,781 99
From other sources.....	841 09
Total	\$19,885 20

RECEIPTS.	
From passengers.....	\$262 12
From freight.....	18,781 99
Rents.....	\$160 00
Hay, old ties, etc.....	45 00
Mail.....	202 48
Use of cars.....	433 61
	\$841 09
Total	\$19,885 20

PAYMENTS OTHER THAN FOR CONSTRUCTION.	
For transportation expenses.....	\$16,763 31
To payments to surplus fund.....	3,121 89
Total	\$19,885 20

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JAS. N. WHITNEY.....	Orange, N. J.
WM. A. WELLS	Moore's Mills, N. Y.
HIRAM B. WILLITS.....	Madison, N. J.
WM. R. SCHULTZ.....	Manchester, N. J.
JNO. S. SCHULTZ.....	Manchester, N. J.
WM. A. REID.....	Augusta, Ga.
NORMAN T. PLASS.....	Clove Valley, N. Y.
CHAS. L. KIMBALL.....	Fishkill, N. Y.
JOHN E. JOHNSON.....	New York city.
SYLVANUS M. DAVIDSON.....	Adrian, N. Y.
HOWARD POTTER.....	New York city.
OLIVER DAVIDSON.....	Adrian, N. Y.
JOHN S. SCHULTZ.....	Pres. and Treas., Moore's Mills, N. Y.
WM. A. WELLS.....	Sec. pro tem., Moore's Mills, N. Y.
CHAS. L. KIMBALL.....	Supt., Dutchess Junction, N. Y.

ded for this company should be addressed, JOHN S. SCHULTZ,
Dutchess county, N. Y.

e caused the foregoing statements to be prepared by the
ts of this company, from the books and records, and have
practicable, and believe them to be correct.

(Signed) JOHN. S. SCHULTZ, *Pres. and Treas.*
CHAS. L. KIMBALL, *Superintendent.*

(No. 47.)

CONEY ISLAND BEACH.

K. } ss. :

nt of the Coney Island Beach Railroad Company, being
that the statements in the annexed report, which has been
d thereof, are true and correct, according to the best of his
and belief.

(Signed) A. A. MARSH.

before me, }
ber, 1878. }

E. R. McCARTY,
nd for City, County, and State of New York.

STOCK AND DEBTS.

ter	\$50,000 00
ed	50,000 00
of capital stock.	500 00

eyed and located, no further action being taken on account
g land for right of way.

COST OF ROAD AND EQUIPMENTS.

.....	\$350 00
-------	----------

CHARACTERISTICS OF ROAD.

.....	5 miles.
ad from Norton & Murray dock to Sheeps-	5 "

CONEY ISLAND HIGH AND LOW WATER MARK

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

E. S. BOWEN.....	New York City.
J. A. HARDENBURGH.....	New York City.
M. MURRAY.....	New York City.
M. NOETON.....	New York City.
A. McSMITH.....	New York City.
H. H. SMITH.....	New York City.
A. A. MARSH.....	New York City.
J. N. ABBOTT.....	New York City.
C. GODDARD.....	New York City.
W. H. DREW.....	New York City.
JOSEPH MURRAY.....	New York City.
A. H. CRIDGE.....	New York City.
J. Y. MCKANE.....	Gravesend.

A. A. MARSH.....	President.
A. McSMITH.....	Treasurer.
C. H. DEERING.....	Secretary.
N. F. JONES.....	Engineer.

Communications intended for this company should be addressed, A. A. MARSH, James Hotel, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) A. A. MARSH, *President.*

(No. 48.)

CONEY ISLAND HIGH AND LOW WATER MARK.

STATE OF NEW YORK, }
Kings County, } ss.:

WILLIAM A. ENGEMAN, President, and GEORGE H. ENGEMAN, acting Superintendent of the Coney Island High and Low Water Mark Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WILLIAM A. ENGEMAN,
GEORGE H. ENGEMAN.

Subscribed and sworn to before me, }
this 26th day of November, 1878. }

D. T. QUIMBY,
Notary Public, Kings County,

STOCK AND DEBTS.

er	\$20,000 00
ed	5,600 00
report	560 00
of capital stock.....	560 00

CHARACTERISTICS OF ROAD.

.....	5 miles.
te.....	5 "
ad from starting point around to said point,	
.....	5 "

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Coney Island, N. Y.
.....	359 Pearl St., Brooklyn, N. Y.
.....	359 Pearl St., Brooklyn, N. Y.
.....	327 Washington St., Brooklyn, N. Y.
.....	Coney Island, N. Y.
.....	Coney Island, N. Y.
.....	Coney Island, N. Y.
.....	Coney Island, N. Y.
.....	Coney Island, N. Y.
.....	327 Washington St., Brooklyn, N. Y.
.....	Flatbush, N. Y.
.....	Brooklyn, N. Y.
.....	Brooklyn, N. Y.

MAN	{ President and Treasurer, Coney
	{ Island, N. Y.
MAN	{ Secretary, 359 Pearl street,
	{ Brooklyn, N. Y.
S	{ Engineer, 111 Fulton street,
	{ New York city.
MAN	{ Superintendent, 359 Pearl street,
	{ Brooklyn, N. Y.

led for this company should be addressed, WILLIAM A.
street, Brooklyn, Kings county, N. Y.

caused the foregoing statements to be prepared by the
of this company, from the books and records, and have
practicable, and believe them to be correct.

Signed) WILLIAM ENGEMAN, *President*.
GEORGE H. ENGEMAN, *Supt.*

CONEY ISLAND AND ROCKAWAY

(No. 49.)

CONEY ISLAND AND ROCKAWAY.

STATE OF NEW YORK, } ss.:
Kings County,

GEORGE H. ENGEMAN, President, and WILLIAM H. STILLWELL, acting Superintendent of the Coney Island and Rockaway Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE H. ENGEMAN,
 WILLIAM H. STILLWELL.

Subscribed and sworn to before me, }
 this 26th day of November, 1878. }

D. I. QUIMBY, Jr.,
Notary Public, Kings County.

STOCK AND DEBTS.

Capital stock, as by charter	\$60,000 00
Amount of stock subscribed.....	60,000 00
Total amount now paid in of capital stock	60,000 00

CHARACTERISTICS OF ROAD.

Length of road, about.....	6 miles.
Length of road in this State, about.....	6 "
Length of main line of road from Coney Island to Rockaway, about.....	6 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM A. ENGEMAN.....	Coney Island, N. Y.
GEORGE H. ENGEMAN.....	Brooklyn, N. Y.
JOHN CUSICK.....	Brooklyn, N. Y.
MARTIN CUSICK.....	Brooklyn, N. Y.
HOWARD FITZPATRICK.....	Brooklyn, N. Y.
CHARLES SHERWOOD.....	Brooklyn, N. Y.
JOHN BIRMINGHAM.....	Coney Island, N. Y.
MICHAEL BIRMINGHAM.....	Coney Island, N. Y.
JOHN FOGARTY.....	327 Washington St., Brooklyn, N. Y.
HENRY TYSON.....	Flatbush, N. Y.
HENRY KNIEF.....	Brooklyn, N. Y.
HENRY NILLSON.....	Brooklyn, N. Y.
HENRY DERRICK.....	Coney Island, N. Y.

GEORGE H. ENGEMAN.....	{ President, 359 Pearl Street, Brooklyn, N. Y.
WILLIAM A. ENGEMAN.....	{ Treasurer, Coney Island, N. Y.
WILLIAM H. STILLWELL.....	{ Secretary and Engineer, Coney Island.

ended for this company should be addressed, WILLIAM A. ton street, Brooklyn, Kings county, N. Y.

ve caused the foregoing statements to be prepared by the nts of this company, from the books and records, and have as practicable, and believe them to be correct.

(Signed) GEORGE H. ENGEMAN, *President*.
WILLIAM H. STILLWELL, *Secretary*.

(No. 50.)

CONEY ISLAND SURF.

ARK, }
County, } ss.:

HA, President of the Coney Island Surf Railroad Company, and says, that the statements in the annexed report, which n, at the end thereof, are true and correct, according to the information, and belief.

(Signed) GEORGE W. DA CANHA.

to before me, }
ember, 1878. }

BERNARD S. LEVY,

Notary Public, 132 N. Y. C.

STOCK AND DEBTS.

arter.....	\$100,000 00
ribed.....	50,000 00
last report.....	500 00
in of capital stock.....	500 00

CHARACTERISTICS OF ROAD.

.....	5 miles.
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AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ENHA,.....	207 W. Thirty-Eighth St., New York.
P.....	Cor. B'dway and Fifty-Second St., New York.
.....	34 Park Row, New York.
ELD.....	Arlington, N. J.
.....	9 Astor House, New York.
.....	310 W. Thirtieth St., New York.
.....	320 W. Forty-seventh St., New York.
.....	Aberdeen Hotel, New York.
EN.....	Brooklyn, N. Y.
G.....	Brooklyn, N. Y.
S.....	Brooklyn, N. Y.

CANHA	President.
-------------	------------

DLIPP	Treasurer.
-------------	------------

SOM.....	Secretary.
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ended for this company should be addressed GEORGE W. 38th st., New York.

COOPERSTOWN AND SUSQUEHANNA VALLEY

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined the same as far as practicable, and believes them to be correct.

(Signed) GEORGE W. DA CANHA, *President.*

(No. 51.)

COOPERSTOWN AND SUSQUEHANNA VALLEY.

STATE OF NEW YORK, } ss.:
Otsego County, }

ANDREW SHAW, President, and BENJ. M. CADY, Treasurer of the Cooperstown and Susquehanna Valley Railroad Company, being severally sworn, each for himself, depose and say, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed) ANDREW SHAW,
B. M. CADY.

Subscribed and sworn to before me, }
this 11th day of November, 1878. }

HENRY L. HINMAN,
Notary Public.

STOCK AND DEBTS.

Total stock, as by charter	\$350,000 00
Amount of stock subscribed	310,600 00
Amount paid in, as by last report	308,405 00
Amount now paid in of capital stock	308,405 00
Funded debt, as by last report	140,000 00
Amount now of funded debt	136,000 00
Floating debt, as by last report	3,481 00
Amount now of floating debt	2,667 71
Amount now of funded and floating debt	138,667 71
Interest rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Gravitation and masonry	\$223,610 12	\$223,610 12
Bridges	16,751 45	16,751 45
Superstructure, including iron	142,906 91	142,906 91
Engine and freight stations, buildings and fixtures	12,262 42	12,462 42
Engine and car houses, machine shops, machinery and fixtures	5,518 40	5,518 40
Land, land damages, and fences	34,594 57	36,444 57
Locomotives and fixtures, and snow plows	24,212 62	24,212 62
Engine and baggage cars	10,546 71	10,546 71
Light and other cars	10,156 21	10,156 21
Engineering and agencies	11,518 72	11,518 72
Total cost of road and equipment	\$492,078 13	\$493,128 13

CHARACTERISTICS OF ROAD.

.....	16 miles.
ate.....	16 "
.....	16 "
is State.....	16 "
including sidings.....	.25 "
on main track.....	50 pounds.
a and shops.....	1
.....	2
essenger cars.....	2
oil, and express cars.....	1
including coal cars.....	11
road from Cooperstown to junction with nna Railroad.....	16 miles.

YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

passenger trains*.....	}	20,480
freight trains.....		
(all classes) carried in cars.....		30,588
d by passengers, or number of passengers		
.....		371,918
pounds, of freight carried in cars.....		11,365
at, or number of tons carried one mile.....		159,110
defted by ordinary passenger trains, includ- (ur).....		16
hen in motion.....		20
of passenger trains, exclusive of passengers		
.....		50

OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

rest.....	753
.....	420
.....	1,522
cts.....	2,227
.....	877
.....	1,613
.....	2,863
.....	1,081
.....	11,365

PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

assengers.....	5 cents.
ngers.....	5 "

SING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

railway, excepting cost of iron.....	\$5,592 86
rs.....	1,101 07
.....	124 49
.....	944 27
.....	\$7,762 69

passenger and freight trains run together.

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$427 28
Repairs of passenger and baggage cars.....	1,017 99
Total.....	<u>\$1,445 27</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....	\$23 51
Agents and clerks.....	1,836 50
Conductors, baggage and brakemen.....	1,245 00
Enginemen and firemen.....	1,667 50
Fuel: cost and labor of preparing for use.....	1,784 29
Oil and waste for engines and tenders.....	} 181 15
Oil and waste for freight cars.....	
Oil and waste for passenger and baggage cars.....	} 104 59
Loss and damage of goods and baggage.....	
Damage to property, including damages by fire and cattle killed on road.....	35 00
General superintendence.....	900 00
Contingencies.....	391 56
Total.....	<u>\$8,169 10</u>

SUBDIVISION OF CONTINGENCIES.

Station expenses.....	\$197 72
Printing, postage stamps, cleaning, ice, etc.....	193 84
Total.....	<u>\$391 56</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$7,762 69
Repairs of machinery.....	1,445 27
Operating.....	8,169 10
Total.....	<u>\$17,377 06</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$15,545 93
From freight.....	15,692 12
From other sources.....	1,998 16
Total.....	<u>\$33,236 21</u>

2d. RECEIPTS.

From passengers.....	\$15,545 93
From freight.....	15,692 12
Telegraph.....	\$75 00
United States mail.....	777 60
Express.....	646 50
Rent of cars.....	200 48
Rent of farm and cottage.....	298 58
Total.....	<u>\$33,236 21</u>

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$17,377 06
For interest.....	9,913 29
To payments to surplus fund.....	5,945 86
Total.....	<u>\$33,236 21</u>

Cash September 30, 1878.....	<u>\$8,309 60</u>
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ACCIDENTS.

PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
..	1	..	1	..
..	1	..	1	..
..	2	..	2	..

ment of the date of each accident, the place where it occurred, and the extent of the injuries inflicted upon each person, and on, as follows:

ron, deaf and dumb, was walking on the track near Phoenix
ention to the engineer's whistle, every effort was made to
as struck by the engine, and died of his injuries next day.
on C. Ames was run over by the train near the crossing
ion, while intoxicated, at 7.30 p. m. He was lying between
roner's jury in these cases, "Accidental death."

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

..... Cooperstown.
..... Cooperstown.
..... Cooperstown.
..... Cooperstown.
..... Cooperstown.
..... Cooperstown.
..... Cooperstown.
..... Cooperstown.
..... Middlefield.
..... Middlefield.
..... Milford.
..... Oakville.

..... President.
ADY Treasurer and Secretary.

led for this company should be addressed, Cooperstown and
lroad Company, Cooperstown, Otsego county, N. Y.

e caused the foregoing statements to be prepared by the
ts of this company, from the books and records, and have
practicable, and believe them to be correct.

(Signed) ANDREW SHAW, *President.*
 B. M. CADY, *Secretary and Treasurer.*

(No. 52.)

CORNING, COWANESQUE AND ANTRIM,

LESSOR.

STATE OF NEW YORK, }
Schuyler County, } ss.:

GEORGE J. MAGER, President, and DANIEL BEACH, Treasurer of the Corning, Cowanesque and Antrim Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed)

GEORGE J. MAGER,
 DANIEL BEACH.

Subscribed and sworn to before me, }
 this 18th day of November, 1878. }

L. B. ROBINSON,

Notary Public, Schuyler County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$2,000,000 00
Amount of stock subscribed	1,600,000 00
Amount of C. V. Branch purchase	300,000 00
Amount paid in, as by last report	1,900,000 00
Total amount now paid in of capital stock	1,900,000 00
Funded debt, as by last report	500,000 00
Total amount now of funded debt	500,000 00
Floating debt, as by last report	59,349 99
Total amount now of funded and floating debt	500,000 00
Average rate, per annum, of interest on funded debt	7 per cent.

The Fall Brook Coal Company is the lessee of the road, and have operated and kept it in repair for the past year, hence the answers in detail, relating to the operation, maintenance, and repairs of the road, etc., are omitted.

COST OF ROAD AND BRANCH.

	By last report.	By present report.
Total cost of road and branch	\$1,900,000 00	\$1,900,000 00

CHARACTERISTICS OF ROAD.

Length of road, main line	53 miles.
Length of road in this State	15.64 "
Length of road laid, main line	53 "
Length of road laid in this State	15.64 "
Length of double track, including sidings	8.11 "
Length of branches owned by the company, laid	11 "
Weight of rail, per yard, on main track	59 and 62 lbs.
Number of engine-houses and shops	5
Number of engines	13

passenger cars.....	4
mail, and express cars.....	4
including coal cars.....	750
Road from Corning, N. Y., to Antrim, Pa....	53 miles.

INCOME AND CASH RECEIPTS AND PAYMENTS.

.....	\$133,000 00
EXPENSES FOR CONSTRUCTION.	
Stock—amount and rate per ct., 6 and 7 per ct.,	\$119,000 00
Surplus fund.....	14,000 00
.....	\$133,000 00
Surplus fund.....	\$14,000 00

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Watkins, N. Y.
.....	Watkins, N. Y.
.....	Watkins, N. Y.
.....	Penn Yan.
.....	Bath.
.....	Hudson, N. Y.
.....	Wellsboro, Pa.
.....	President.
.....	Secretary and Treasurer.
.....	Superintendent.

ed for this company should be addressed,
r, N. Y.

caused the foregoing statements to be prepared by the
s of this company, from the books and records, and have
practicable, and believe them to be correct.

(Signed) GEORGE J. MAGEE, *President*.
DANIEL BEACH, *Treasurer*.

(No. 53.)

ING, COWANESQUE AND ANTRIM,

LESSER.

} ss.:

ident, and JOHN LANG, Secretary and Treasurer of the Fall
ees of the Corning, Cowanesque and Antrim railroad, being
r himself deposes and says, that the statements in the

annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE J. MAGER.
JOHN LANG.

Subscribed and sworn to before me, }
this 18th day of November, 1878, }

L. B. ROBINSON,

Notary Public, Schuylcr county, N. Y.

NOTE.—The following figures include the operations, earnings, and expenses of the Fall Brook Coal Company's road in Pennsylvania.

State Engineer and Surveyor.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	81,654
Number of miles run by freight trains.....	112,484
Number of passengers (all classes) carried in cars.....	59,649
Number of miles traveled by passengers, or number of passengers carried one mile.....	924,768
Number of tons, of 2,000 pounds, of freight carried in cars.....	458,682
Total movement of freight, or number of tons carried one mile.....	11,479,710
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by express trains, including stops....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by freight trains, including stops....	12
Rate of speed of same when in motion.....	14
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	60
Average weight, in tons, of freight trains, exclusive of freight.....	260

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	23,791
Of animals.....	210
Of vegetable food.....	425
Other agricultural products.....	7,041
Manufactures.....	16,892
Merchandise.....	
Coal.....	410,323
Total.....	458,682

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

For first-class through passengers.....	3 cents.
For first-class way passengers.....	3 "

	Amount.	Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$44,578 48	\$4,457 84	\$40,120 64
Narrowing gauge of road.....	4,772 25	477 23	4,295 03
Repairs of telegraph, and expenses.....	2,655 86	265 58	2,390 28
Cost of iron used in repairs.....	16,527 50	1,652 75	14,874 84
Taxes on real estate.....	5,048 26	504 82	4,543 44
Totals.....	\$73,582 44	\$7,358 21	\$66,224 23
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$21,788 68	\$2,178 86	\$19,609 82
Narrowing gauge of engines.....	14,254 65	1,425 46	12,829 19
Repairs of passenger and baggage cars.....	3,017 06	8,017 06	.....
Repairs of freight cars.....	27,153 58	.....	27,153 58
Altering gauge of cars.....	11,072 10	1,107 21	9,964 89
Repairs of tools and machinery in shops.....	2,675 80	267 58	2,408 22
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	2,148 70	214 87	1,933 83
Totals.....	\$82,110 57	\$8,211 04	\$73,899 53

EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$744 24	\$372 12	\$372 12
Agents and clerks	5,156 63	516 66	4,640 97
Conductors, baggage and brakemen	24,723 33	2,472 33	22,251 00
Engineemen and firemen	33,435 17	3,343 51	30,091 66
Fuel: cost and labor of preparing for use	25,316 54	2,531 65	22,784 89
Oil and waste for engines and tenders	1,275 60	87 56	1,188 04
Oil and waste for freight cars	230 25	.....	1,275 35
Oil and waste for passenger and baggage cars	43 90	43 90	.....
Loss and damage of baggage	30 00	.....	30 00
Damage for injuries of persons	4,500 00	450 00	4,050 00
General superintendence	138 00	138 00	.....
Contingencies .....	.....	.....	.....
Totals	\$96,469 01	\$10,184 98	\$86,284 03
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.	\$73,582 44	\$7,368 21	\$66,214 23
Repairs of machinery	82,110 57	8,211 04	73,899 53
Operating	96,469 01	10,184 98	86,284 03
Totals	\$252,162 02	\$25,754 23	\$226,407 79

NAMES AND RESIDENCES OF OFFICERS OF THE FALL BROOK COAL COMPANY.

GEORGE J. MAGEE President, Watkins, N. Y.
 JOHN LANG Treasurer and Secretary, Watkins, N. Y.
 ANTON HARDT Engineer, Willsboro, Pa.
 A. H. GOETON Superintendent, Corning, N. Y.

Communications intended for this company should be addressed, Watkins, Schuyler county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEORGE J. MAGEE, *President*.
 JOHN LANG, *Secretary and Treasurer*.

(No. 54.)

**DELAWARE AND HUDSON CANAL COMPANY—LACKAWANNA AND
 SUSQUEHANNA RAILROAD.**

STATE OF NEW YORK, }
 New York County, } ss.:

JAMES C. HARTT, Treasurer of the Lackawanna and Susquehanna Railroad Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES C. HARTT.

Subscribed and sworn to before me, }
 this 25th day of November, 1878. }

JOHN A. PATTISON,
Notary Public, Kings County.

STOCK AND DEBTS.

This road was built and is operated by the Delaware and Hudson Canal Company, under their charter, the operations being reported in connection with and included in those of the Albany and Susquehanna Railroad.

NOTE.—The construction of this road was authorized by chapter 841, Laws of 1867.
State Engineer and Surveyor.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry	\$479,272 21	\$479,272 21
.....	50,349 05	50,349 05
ing iron.....	386,084 45	386,084 45
stations, buildings and		
.....	18,594 53	18,594 53
ses, machine shops, ma-		
s	2,182 81	2,182 81
and fences	84,470 06	84,470 06
res. and snow plows	122,000 00	122,000 00
ge cars	8,000 00	8,000 00
.....	1,875 00	1,875 00
.....	19,273 88	19,273 88
.....	2,500 00	2,500 00
and equipment	\$1,174,601 99	\$1,174,601 99

CHARACTERISTICS OF ROAD.

.....	22.01 miles.
s State.....	17.65 "
.....	22.01 "
n this State.....	17.65 "
ck, including sidings.....	4.76 "
ard, on main track.....	62 pounds.
ouses and shops.....	1
.....	11
passenger cars (rated as 8-wheel cars).....	2
mail, and express cars (rated as 8-wheel cars).....	2
of road from Nineveh, N. Y., to Jefferson Junc-	
a	22.01 miles.

AND RESIDENCES OF OFFICERS OF THE COMPANY.

.....	Treasurer.
.....	Engineer.
.....	Superintendent.

tended for this company should be addressed, JAMES C. HARTT,
K.

has caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and has
as practicable, and believes them to be correct.

(Signed) JAMES C. HARTT, *Treasurer.*

DELHI AND MIDDLETOWN

(No. 55.)

DELHI AND MIDDLETOWN.

STATE OF NEW YORK, } ss.
Delaware County, }

W. W. GRANT, President of the Delhi and Middletown Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been made by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. W. GRANT.

Subscribed and sworn to before me, }
this 30th day of November, 1878. }

S. P. IVES,
Notary Public for Delaware County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$1,000,000 00
Amount of stock subscribed.....	127,000 00
Amount paid in, as by last report.....	123,000 00
Amount now paid in of capital stock.....	123,000 00
Funded debt, as by last report.....	60,000 00
Amount now of funded debt.....	60,000 00
Floating debt, as by last report.....	12,385 00
Amount now of floating debt.....	12,385 00
Amount now of funded and floating debt.....	72,385 00
Interest rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$119,150 00	\$119,150 00
For bridges.....	7,315 67	7,315 67
For land, land damages, and fences.....	5,816 27	5,816 27
For engineering and agencies.....	14,575 00	14,575 00
Total cost of road and equipment.....	\$146,856 94	\$146,856 94

CHARACTERISTICS OF ROAD.

Length of road.....	30 miles.
Length of road in this State.....	30 "
Length of main line of road from Ashville to Delhi.....	30 "

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Rondout.
.....	Margarettsville.
.....	Margarettsville.
.....	Lumberville.
.....	Shavertown.
.....	Andea.
.....	Andea.
.....	Andea.
.....	Delhi.
.....	Delhi.
.....	Delhi.
.....	Delhi.

.....	President.
.....	Treasurer and Secretary.
.....	Engineer.

led for this company should be addressed Margarettsville,

caused the foregoing statements to be prepared by the proper
s company, from the books and records, and has examined
e, and believes them to be correct.

(Signed) W. W. GRANT, *President.*

(No. 56.)

ALLEGHENY VALLEY AND PITTSBURGH.

3, { ss. 2

President, and DARWIN THAYER, acting Superintendent of
irk, Allegheny Valley and Pittsburgh Railroad Company,
ach for himself deposes and says, that the statements in the
as been signed by each of them, at the end thereof, are true
the best of his knowledge, information, and belief.

(Signed) E. D. WORCESTER,
DARWIN THAYER.

before me, {
ber, 1878. }

ALEXANDER H. BARKER,

Notary Public.

2 DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH

STOCK AND DEBTS.

Capital stock, as by charter	\$1,300,000 00
Amount of stock subscribed	1,300,000 00
Amount paid in, as by last report	1,300,000 00
Amount now paid in of capital stock	1,300,000 00
Funded debt, as by last report	3,200,000 00
Amount now of funded debt	3,200,000 00
Floating debt, as by last report	182,295 79
Amount now of floating debt	188,522 89
Amount now of funded and floating debt	3,388,522 89
Interest rate, per annum, of interest on funded debt	7 per cent.

The road of this company is leased by the New York Central and Hudson River Railroad Company. Separate accounts, however, have been kept, and from them a report is made. The interest upon the company's funded debt was paid by the lessee as such under its lease.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment*	\$4,804,235 67	\$4,811,422 99

CHARACTERISTICS OF ROAD.

Length of road	106.5 miles.
Length of road in this State	42.3 "
Length of road laid	90.6 "
Length of road laid in this State	42.3 "
Length of double track, including sidings	11.2 "
Weight of rail, per yard, on main track	56 and 62 lbs.
Number of engine-houses and shops	9
Number of engines	12
Number of first-class passenger cars	6
Number of pay cars	1
Number of second-class and emigrant passenger cars	2
Number of hermaphrodite cars	2
Number of baggage, mail, and express cars	2
Number of freight cars, including coal cars	38
Number of service cars	1
Length of main line of road from Dunkirk, N. Y., to Oil City, Pa. . . .	106.5 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	122,507
Number of miles run by freight trains	286,081
Number of passengers (all classes) carried in cars	118,100
Number of miles traveled by passengers, or number of passengers carried one mile	2,503,828
Number of tons of 2,000 pounds of freight carried in cars	330,673
Total movement of freight, or number of tons carried one mile	20,125,653
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	20
Rate of speed of same when in motion	20

* This company was formed by consolidation of the Dunkirk, Warren and Pittsburgh and the Warren and Venango companies. As neither of the companies kept their accounts with reference to the above items, this company is unable to give them.

RAILROAD REPORT.

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l adopted by express trains, including stops ...	20
e when in motion	22
l adopted by freight trains, including stops....	10
e when in motion	12
ns, of passenger trains, exclusive of passengers	
	65
ns, of freight trains, exclusive of freight	240

ST OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

e forest	20,444
.....	873
.....	6,728
ducts	3,012
.....	4,751
.....	5,555
.....	111,401
.....	177,909
.....	330,673

FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

a passengers	3 cents.
ssengers	8 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$93,252 61	\$31,083 20	\$62,169 41
Repairs of bridges	4,895 89	1,631 95	3,263 94
Repairs of telegraph	681 60	227 20	454 40
Cost of iron used in repairs	36,841 38	12,250 46	24,590 92
Allotted to passenger transportation :			
Length in feet	29,160		
Weight in pounds	573,316		
Allotted to freight transportation :			
Length in feet	58,390		
Weight in pounds	1,146,634		
Repairs of buildings	86 26	28 75	57 51
Repairs of fences and gates	489 09	163 03	326 06
Taxes on real estate	10,766 45	3,555 38	7,211 07
Totals	\$147,013 28	\$48,969 97	\$98,043 31

REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$14,945 64	\$4,017 69	\$10,927 95
Repairs of passenger and baggage cars	4,618 14	4,618 14	.....
Repairs of freight cars	10,781 81	.....	10,781 81
Repairs of tools and machinery in shops	399 98	133 33	266 65
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	2,093 53	697 84	1,395 69
Totals	\$32,839 10	\$9,467 00	\$23,372 10

	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$3,592 82	\$2,667 34
Agents and clerks.....	27,428 87	21,288 77
Porters, watchmen, and switchtenders.....	3,857 28	2,571 52
Conductors, baggage and brakemen.....	31,317 71	28,075 22
Engineemen and firemen.....	25,454 71	18,791 71
Fuel: cost and labor of preparing for use.....	30,434 55	23,838 10
Oil and waste for engines and tenders.....	3,161 97	2,850 80
Oil and waste for freight cars.....	648 34	648 34
Oil and waste for passenger and baggage cars.....	517 78	.....
Loss and damage of goods and baggage.....	954 92	954 92
Damage for injuries of persons.....	863 50	49 00
Damage to property, including damages by fire and cattle killed on road.....	909 95	909 95
General superintendence.....	7,260 00	4,839 67
Contingencies.....	16,168 69	15,076 25
Totals.....	\$152,571 09	\$117,061 59

56 DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH

SUBDIVISION OF CONTINGENCIES.

Use of foreign cars.....	\$13,662 99
Law expenses.....	1,854 22
Insurance.....	500 00
Dundry items.....	151 48
Total	<u>\$16,168 69</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.	\$147,013 28	\$48,969 97	\$98,043 31
Repairs of machinery	32,839 10	9,467 00	23,372 10
Operating	152,571 09	35,509 50	117,061 59
Totals	<u>\$332,423 47</u>	<u>\$93,946 47</u>	<u>\$238,477 00</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

A. EARNINGS.

From passengers.....	\$62,595 78
From freight.....	237,097 63
From other sources	32,084 82
Total	<u>\$331,778 18</u>

B. RECEIPTS.

From passengers	\$62,595 78
From freight.....	237,097 63
Mail	\$4,618 03
Express.....	1,839 99
Hire of cars.....	955 84
Sale of material	14,910 96
Trackage	9,760 00
	<u>32,084 82</u>
Total	<u>\$331,778 18</u>

C. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$332,423 47
For interest	22,400 00
Total	<u>\$354,823 47</u>
Total amount of surplus fund.....	<u>\$124,034 17</u>

ACCIDENTS.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
....	1	....	....	....	1
....	1	....	....	....	1
....	1	....	1
....	1	....	1	....
....	1	....	1	....
....	2	2	1	2	3

ment of the date of each accident, the place where it occurred, and the extent of the injuries inflicted upon each person, and name, as follows:

Law, brakeman, was hurt coupling cars at Dunkirk.
Bob Link, foreman of wrecking gang, was hurt at Vermont.

Swart, passenger on freight train at Cassadaga, attempted to fall and falling, bruised his foot. Amputated.

Unknown, at Warren, stepped before a passing train, and was

Margie Henning, at Titusville, attempted to crawl through a car and was killed.

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	.....	New York.
.....	.....	New York.
.....	.....	New York.
.....	.....	New York.
.....	.....	New York.
.....	.....	New York.
.....	.....	New York.
.....	.....	Albany, N. Y.
.....	.....	Albany, N. Y.
.....	.....	Buffalo, N. Y.
.....	.....	Dunkirk, N. Y.
.....	.....	Warren, Pa.
.....	.....	Titusville, Pa.

MASTER.....	President, Albany, N. Y.
MANAGER.....	{ Treasurer and Auditor for Lessee, Dunkirk, N. Y.
SECRETARY.....	
.....	Secretary, New York.
.....	Superintendent, Dunkirk, N. Y.

ELMIRA, JEFFERSON AND CANANDAIGUA

Communications intended for this company should be addressed, Wm. M. LESTER, Kirk, Chautauqua county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) E. D. WORCESTER, *President*.
D. THAYER, *Superintendent*.

(No. 57.)

ELMIRA, JEFFERSON AND CANANDAIGUA,

LESSOR.

STATE OF MARYLAND, }
Baltimore City, } ss.:

J. S. LEIB, Treasurer of the Elmira, Jefferson and Canandaigua Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. S. LEIB.

Subscribed and sworn to before me, }
this 18th day of November, 1878. }

G. E. SANGSTON,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in, as by last report.....	500,000 00
Total amount now paid in of capital stock.....	500,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment.....	\$500,000 00	\$500,000 00

CHARACTERISTICS OF ROAD.

Length of road	46.7 miles.
Length of road in this State.....	46.7 "
Length of road laid	46.7 "
Length of road laid in this State.....	46.7 "
Length of main line of road from Watkins to Canandaigua.....	46.7 "

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
Rent of road.....	\$25,000 00
PAYMENTS OTHER THAN FOR CONSTRUCTION.	
For dividends on stock—amount and rate per cent, 5 per cent....	25,000 00

Cornning Railroad Company was a corporation incorporated
lature, passed May 14, 1845, chapter 328, Laws of 1845 ;
ged to Canandaigua and Elmira Railroad Company, March
cted the railroad from Canandaigua to Jefferson (or Watkins),
erty, corporate franchises, etc., to secure an issue of its
was subsequently foreclosed and the mortgaged property
ngdon and Robert B. Potter, Esqs., who subsequently asso-
them, and formed this corporation (general railroad act,
c.), the articles of association of which were filed February
pany those gentlemen subsequently conveyed the property.
ed to the New York and Erie Railway Company, for twenty
859, and by it operated until May, 1866, when the lease of
ransferred to the Northern Central Railway Company, by
nce been operated. By the terms of the lease the lessee is
erning the condition and business of the road, as required

D RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Harrisburgh, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Baltimore, Md.
.....	Baltimore, Md.
.....	President.
.....	Treasurer.
.....	Secretary.

led for this company should be addressed to the office of the

caused the foregoing statements to be prepared by the
nts of this company, from the books and records, and has
practicable, and believes them to be correct.

(Signed) J. S. LEIB, Treasurer.

(No. 58.)

ELMIRA, JEFFERSON AND CANANDAIGUA.

LESSEE.

STATE OF NEW YORK, } ss.:
Chemung County, }

ROBERT NEILSON, acting Superintendent of operations of the Northern Central Railway Company, lessee, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ROBERT NEILSON.

Subscribed and sworn to before me, }
this 19th day of November, 1878. }

H. C. FRENCH,

Notary Public in and for Chemung County.

STATE OF MARYLAND, } ss.:
Baltimore City, }

J. S. LEIB, Treasurer of the Northern Central Railway Company, lessee, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. S. LEIB.

Subscribed and sworn to before me, }
this 18th day of November, 1878. }

G. E. SANGETON,

Notary Public.

CHARACTERISTICS OF ROAD.

Length of road	46.7 miles.
Length of road in this State	46.7 "
Length of road laid	46.7 "
Length of road laid in this State	46.7 "
Length of double track, including sidings	8.1 "
Weight of rail, per yard, on main track	64 pounds.
Number of engine-houses and shops	1
Length of main line of road from Watkins to Canandaigua	46.7 miles.

The equipment used on this road belongs to the Northern Central Railway.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	122,823
Number of miles run by freight trains	250,320
Number of passengers (all classes) carried in cars	96,081
Number of miles traveled by passengers, or number of passengers carried one mile	2,279,236
Number of tons, of 2,000 pounds, of freight carried in cars	563,459
Total movement of freight, or number of tons carried one mile	23,243,907

adopted by ordinary passenger trains, includ- ing stops.....	22
when in motion	25
adopted by express trains, including stops. .	26
when in motion.....	28 to 30
adopted by freight trains, including stops....	10
when in motion	12 to 14
of passenger trains, exclusive of passengers	50
of freight trains, exclusive of freight.....	170

OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Forest.....	15,123
.....	6,629
.....	} 108,050
.....	
.....	26,997
.....	15,195
.....	376,063
.....	16,402
.....	563,459

PER PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

Passengers	} 2.808 cents.
.....	
.....	
.....	
.....	

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron	\$34,800 43	\$8,700 11	\$26,100 32
Repairs of bridges	7,070 40	1,767 60	5,302 80
Repairs of telegraph	1,626 39	406 60	1,219 79
Cost of iron used in repairs	16,386 81	4,036 70	12,350 11
Repairs of buildings	1,536 25	308 75	1,227 50
Repairs of fences and gates	2,431 76	607 94	1,823 82
Taxes on real estate	4,694 55	1,173 64	3,520 92
Totals	\$88,546 60	\$17,081 34	\$71,465 26
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$17,692 15	\$3,209 73	\$14,482 42
Repairs of passenger and baggage cars	33 12	33 12	.....
Repairs of freight cars	790 17	.....	790 17
Repairs of tools and machinery in shops	1,660 44	415 11	1,245 33
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	10,506 06	2,626 51	7,879 55
Totals	\$30,881 94	\$6,284 47	\$24,597 47

Office expenses, stationery, etc.....	\$8,353 35	\$2,367 04	\$5,986 31
Agents and clerks.....	10,244 72	2,405 23	7,839 49
Labor: loading and unloading freight.....	3,602 15	.....	3,602 15
Porters, watchmen, and switchtenders.....	8,401 00	3,234 08	5,166 92
Wood and water station attendance.....	2,221 82	555 45	1,666 37
Conductors, baggage and brakemen.....	24,031 88	7,195 03	16,836 85
Enginemen and firemen.....	20,556 11	4,521 36	16,034 75
Fuel: cost and labor of preparing for use.....	20,558 38	4,900 05	15,658 33
Oil and waste for engines and tenders.....	2,282 16	601 98	1,680 18
Oil and waste for freight cars.....	331 62	.....	331 62
Oil and waste for passenger and baggage cars.....	303 71	303 71	.....
Loss and damage of goods and baggage.....	240 81	.....	240 81
General superintendence.....	1,553 88	446 76	1,107 12
Contingencies.....	43,802 53	10,950 63	32,851 90
Totals.....	\$147,234 12	\$37,481 32	\$109,752 80

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$68,546 60	\$17,061 34	\$51,485 26
Repairs of machinery.....	80,631 94	6,284 47	24,347 47
Operating.....	147,234 12	37,481 32	109,752 80
Totals.....	\$246,462 66	\$60,827 13	\$185,635 53

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$64,001 42
From freight.....	220,257 80
From other sources.....	12,423 75
Total.....	\$296,682 97

2d. RECEIPTS.

From passengers.....	\$64,001 42
From freight.....	220,257 80
Express.....	\$7,092 68
Mails.....	1,603 28
Rents.....	100 00
Sundries.....	627 79
Total.....	12,423 75
Total.....	\$296,682 97

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$246,462 66
For interest on valuation of equipment.....	26,659 17
Rent.....	25,000 00
Total.....	\$298,121 83
Total amount of loss.....	\$1,438 86

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
'1877.								
November 13.....	1	....	1
November 22.....	1	....	....	....	1
November 28.....	1	....	1
1878.								
February 12.....	1	....	....	....	1
April 27.....	1	....	1
April 29.....	1	....	1	....
July 14.....	1	....	1	....
August 29.....	1	....	1	....
Total.....	2	3	3	3	5

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

November 13. Near Penn Yan; train 55; stealing ride; intoxicated, and fell off; bruised; Darius A. Matthews.

November 22. Watkins; extra train; coupling cars; broke second finger; bruised other fingers, right hand; Edwin Moore, brakeman.

Yan; train 53; tried to jump on train; fell under caboose; amputated; Thomas Cragen.

Yan; train 52; head struck and brakeman knocked off the track; stuck his head out too far from the train; bruised; L. Rossiter,

Yan; train 51; stood near crossing, car knocked him down; arm broken; Dykeman.

Bridge; sitting on the bridge; train 56 ran over and killed him;

; one and one-half miles north of Hopewell; lying on track; Mahon.

daigua; train 3; jumped on and tried to jump off train while and died from injuries; John Gilroy.

have caused the foregoing statements to be prepared by the agents of this company, from the books and records, and have as practicable, and believe them to be correct.

(Signed) J. S. LEIB, *Treasurer.*
ROBERT NEILSON.

(No. 59.)

ELMIRA STATE LINE,

LESSOR.

YORK, } ss.:
,

ke, President of the Elmira State Line Railroad Company, being and says, that the statements in the annexed report, which have, at the end thereof, are true and correct, according to the best information, and belief.

(Signed) F. N. DRAKE.

orn to before me, }
November, 1878. }

D. S. DRAKE,

Notary Public.

STOCK AND DEBTS.

charter	\$100,000 00
scribed	90,200 00
by last report	90,200 00
paid in of capital stock	90,200 00
last report	160,000 00
funded debt	160,000 00
of funded and floating debt	160,000 00
annum, of interest on funded debt	7 per cent.

ELMIRA STATE LINE

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$68,100 97	\$68,100 97
For bridges	11,678 63	11,678 63
Superstructure, including iron	86,138 31	86,138 31
Passenger and freight stations, buildings and fixtures	3,500 00	3,500 00
Engine and car houses, machine shops, machinery and fixtures	1,000 00	1,000 00
Land, land damages, and fences	12,874 97	12,874 97
Engineering and agencies	6,899 57	7,811 98
Total cost of road and equipment	\$190,192 45	\$191,104 86

CHARACTERISTICS OF ROAD.

Length of road	6.52 miles.
Length of road in this State	6.52 "
Length of road laid	6.52 "
Length of road laid in this State	6.52 "
Length of double track, including sidings	1.00 "
Weight of rail, per yard, on main track	66 pounds.
Number of engine-houses and shops	1
Length of main line of road from near the city of Elmira to the State line of Pennsylvania	6.52 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The Tioga Railroad Company is the lessee of the road, and have operated and kept it in repair for the past year, hence the answers in detail, relating to the operation, maintenance, and repairs of the road, etc., are omitted.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest	\$11,200 00
For dividends on stock	2,044 00
Total	\$13,344 00

AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

T.....	Elmira, N. Y.
RAKE.....	Corning, N. Y.
.....	Corning, N. Y.
ER.....	Elmira, N. Y.
VEN.....	Elmira, N. Y.
OLDS.....	Elmira, N. Y.
RATT.....	Elmira, N. Y.
S.....	Elmira, N. Y.
BONE.....	Elmira, N. Y.
.....	Bath, N. Y.
.....	Buffalo, N. Y.
.....	Corning, N. Y.
.....	Elmira, N. Y.

DRAKE.....	President.
EYNOLDS.....	Vice-President.
.....	Treasurer.
RAKE.....	Secretary.

attended for this company should be addressed, DAVID S.
 urning, Steuben county, N. Y.

has caused the foregoing statements to be prepared by the
 agents of this company, from the books and records, and has
 as practicable, and believes them to be correct.

(Signed) F. N. DRAKE, *President.*

(No. 60.)

ELMIRA STATE LINE,

LESSEE.

ORK, } ss. :

KE, President of the Tioga Railroad Company, lessee of the
 railroad, being sworn, deposes and says, that the statements in
 which has been signed by him, at the end thereof, are true and
 the best of his knowledge, information, and belief.

(Signed) FRANKLIN N. DRAKE.

to before me, }
 vember, 1878. }

D. S. DRAKE, *Notary Public.*

ELMIRA STATE LINE

CHARACTERISTICS OF ROAD.

Length of road	50.60 miles.
Length of road in this State	6.52 "
Length of road laid	50.62 "
Length of road laid in this State	6.52 "
Length of main line of road from State Line Junction to Arnot, Pa. .	50.60 "

NOTE.—The following figure include the operations, earnings, and expenses of the Tioga Railroad Company's road in Pennsylvania.

State Engineer and Surveyor.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	70,057
Number of miles run by freight trains	172,263
Number of passengers (all classes) carried in cars	63,275
Number of miles traveled by passengers, or number of passengers carried one mile	845,150
Number of tons, of 2,000 pounds, of freight carried in cars	502,158
Total movement of freight, or number of tons carried one mile	16,948,754
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	15
Rate of speed of same when in motion	20
Average rate of speed adopted by express trains, including stops ..	20
Rate of speed of same when in motion	25
Average rate of speed adopted by freight trains, including stops ..	11
Rate of speed of same when in motion	13
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	54
Average weight, in tons, of freight trains, exclusive of freight	295

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	15,246
Of animals	6,345
Of vegetable food	7,152
Other agricultural products	
Manufactures	13,214
Merchandise	10,754
Coal	449,447
Total	502,158

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers	3 cents.
For first-class way passengers	3½ "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron	\$38,606 53
Repairs of bridges	512 25
Repairs of telegraph	470 51
Repairs of buildings	701 88
Repairs of fences and gates	965 00
Taxes on real estate	675 99
Total	\$41,333 43

EXPENSES OF REPAIRS OF MACHINERY.

tenders	\$16,183 49
and baggage cars	995 89
.....	27,980 74
machinery in shops	8,315 00
cluding oil, fuel, clerks, watchmen, etc., about	4,200 00
.....	<u>\$52,675 12</u>

EXPENSES OF OPERATING THE ROAD.

ery, etc.	\$5,001 33
.....	5,424 63
loading freight	440 75
switchtenders	1,080 00
attendance	630 00
and brakemen	23,591 68
n	19,736 93
preparing for use	14,220 06
es and tenders	3,099 84
at cars	1,646 19
enger and baggage cars	253 26
ce	14,994 14
.....	4,575 04
.....	<u>\$94,693 83</u>

CAPITULATION OF TRANSPORTATION EXPENSES.

etc	\$41,332 48
.....	52,675 12
.....	94,693 83
.....	<u>\$188,701 43</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

.....	\$30,771 04
.....	242,239 39
s	43,512 56
.....	<u>\$316,522 99</u>

.....	\$30,771 04
.....	242,239 39
.....	\$34,825 43
.....	2,370 59
.....	1,590 75
.....	1,262 39
.....	3,463 40
.....	<u>43,512 56</u>
.....	<u>\$316,522 99</u>

EXPENSES FOR CONSTRUCTION.

expenses	\$188,701 43
.....	44,065 00
plus fund	65,874 00
taxes	4,638 56
account	13,244 00
.....	<u>\$316,522 99</u>
of surplus fund	<u>\$65,874 00</u>

ACCIDENTS.

July 4, 1878. Injured 1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

July 4. A man named Young fell between two cars while going from one car to another, and broke his arm. He was intoxicated. Special train near Wells Station. No carelessness or negligence attached to employes, and none discharged on this account.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) F. N. DRAKE, *President.*

(No. 61.)

ELMIRA AND WILLIAMSPORT,

LESSOR.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss.:

LEWIS P. GEIGER, Treasurer of the Elmira and Williamsport Railroad Company, being affirmed, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

Subscribed and affirmed before me, } (Signed) LEWIS P. GEIGER.
this 6th day of November, 1878. }

J. R. FOULKE,
Notary Public, Philadelphia, Pa.

STOCK AND DEBTS.

Capital stock, as by charter	\$1,000,000 00
Amount of stock subscribed	1,000,000 00
Amount paid in, as by last report	1,000,000 00
Total amount now paid in of capital stock.	1,000,000 00
Funded debt, as by last report.....	1,620,000 00
The amount now of funded debt.....	1,620,000 00
Total amount now of funded and floating debt.	1,620,000 00
Average rate, per annum, of interest on funded debt.....	6½ per cent.

Dr.

.....	\$2,268,000 00	
.....	352,000 00	
	<u>.....</u>	\$2,620,000 00

Cr.

cent	\$1,000,000 00	
.....	570,000 00	
Basin property, Elmira, N.Y.,	50,000 00	
.....	\$500,000 00	
.....	500,000 00	
	<u>1,000,000 00</u>	
		<u>\$2,620,000 00</u>

Williamsport Railroad is leased to the Northern Central Railway
Co., from May 1, 1863.

Year, transportation, miles run, expenses, characteristics, etc.,
the report furnished by the lessee.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Masonry	\$2,268,000 00	\$2,268,000 00
.....		
ing iron.....		
stations, buildings and		
s, machine shops, ma-		
.....	352,000 00	352,000 00
and fences		
es, and snow plows		
e cars.....		
and equipment.....	\$2,620,000 00	\$2,620,000 00

CHARACTERISTICS OF ROAD.

.....	76.70 miles.
State	6.80 "
.....	76.70 "
this State	6.80 "
road from Elmira, N. Y., to Williamsport, Pa.,	76.70 "

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

and rolling stock	\$165,000 00
-------------------------	--------------

CAPITAL FOR CONSTRUCTION.

.....	\$102,000 00
stock (amount and rate per cent): 7 per cent	
er cent on common.....	60,000 00
RES	3,000 00
	<u>\$165,000 00</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM D. LEWIS	Florence, N. J.
ALEXANDER S. DIVEN	Elmira, N. Y.
THOMAS KIMBER, JR.	Burlington, N. J.
THOMAS NEILSON	Philadelphia, Pa.
WILLIAM READ FISHER	Philadelphia, Pa.
LEWIS P. GEIGER	Philadelphia, Pa.
WILLIAM C. LONGSTRETH	President.
LEWIS P. GEIGER	Treasurer.
THOMAS NEILSON	Secretary.

Communications intended for this company should be addressed, L. P. GEIGER, Treasurer, No. 308 Walnut street, Philadelphia, Pa.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) LEWIS P. GEIGER, *Treasurer.*

(No. 62.)

ELMIRA AND WILLIAMSPORT,

LESSEE.

STATE OF NEW YORK, } ss.:
Chemung County,

ROBERT NEILSON, acting Superintendent of operations of the Northern Central Railway Company, Lessee, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ROBERT NEILSON.

Subscribed and sworn to before me, }
this 19th day of November, 1878. }

H. C. FRENCH,
Notary Public, in and for Chemung county.

STATE OF MARYLAND, } ss.:
Baltimore City,

J. S. LEIB, Treasurer of the Northern Central Railway Company, Lessee, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. S. LEIB.

Subscribed and sworn to before me, }
this 18th day of November, 1878. }

G. E. SANGSTON,
Notary Public.

CHARACTERISTICS OF ROAD.

.....	76.7 miles.
ate	6.8 "
.....	76.7 "
ia State	6.8 "
including sidings	4.8 "
on main track	64 pounds.
es and shops	1
oad from Williamsport to Elmira Junction...	76.7 miles.

n this road belongs to the Lessee.

YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

r passenger trains	148,716
freight trains	428,073
all classes) carried in cars	80,546
ed by passengers, or number of passengers	
.....	513,418
0 pounds, of freight carried in cars	765,670
ht, or number of tons carried one mile	5,273,231
adopted by ordinary passenger trains, includ-	
our)	22
then in motion	25
adopted by express trains, including stops ...	
then in motion	28 to 30
adopted by freight trains, including stops ...	
then in motion	12 to 14
of passenger trains, exclusive of passengers	
.....	50
of freight trains, exclusive of freight	170

OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

orest	11,876
.....	5,311
.....	96,850
.....	46,214
.....	30,626
.....	550,158
.....	24,635
.....	765,670

FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES
PER MILE, AS FOLLOWS:

assengers	} 2.416 cents.
ngers	
a passengers	
assengers	
ngers	

following tables include only that portion of the road in the

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.....	\$7,661 03	\$1,915 26	\$5,745 77
Repairs of bridges.....	1,958 97	489 74	1,469 23
Repairs of telegraph.....	161 71	40 43	121 28
Cost of iron used in repairs.....	2,457 29	614 32	1,843 97
Repairs of buildings.....	139 73	30 21	109 52
Repairs of fences and gates.....	434 29	108 57	325 72
Taxes on real estate.....	410 08	102 52	307 56
Totals.....	\$13,923 10	\$3,301 05	\$9,922 05
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$3,787 01	\$528 57	\$3,258 44
Repairs of passenger and baggage cars.....	4 10	4 10	.....
Repairs of freight cars.....	191 49	.....	191 49
Repairs of tools and machinery in shops.....	287 37	71 84	215 53
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	4,547 89	1,136 93	3,410 92
Totals.....	\$8,817 86	\$1,741 48	\$7,076 38

Agents and clerks	1,339 74	394 43	91,945 81
Labor: loading and unloading freight	1,225 93		1,225 93
Porters, watchmen, and switchtenders	1,328 73	425 29	903 44
Weed and water station attendance	108 65	27 16	81 49
Conductors, baggage and brakemen	2,394 81	1,027 80	1,367 01
Engineers and firemen	1,079 38	195 60	883 78
Fuel: cost and labor of preparing for use	3,874 81	813 43	3,061 38
Oil and waste for engines and tenders	407 00	91 56	315 44
Oil and waste for freight cars	180 28		180 28
Oil and waste for passenger and baggage cars	59 74	59 74	
Loss and damage of goods and baggage	68 72		68 72
General superintendence	297 55	74 39	223 16
Contingencies	10,111 55	2,527 89	7,583 66
Totals	\$23,853 42	\$5,992 19	\$17,861 23

RECAPITULATION OF TRANSPORTATION EXPENSES.		
Maintaining road-bed, etc.	\$13,223 10	\$3,301 05
Repairs of machinery	8,817 86	1,741 46
Operating	23,853 42	5,992 19
Totals	\$45,894 38	\$11,034 72

			\$9,929 05
			7,076 38
			17,861 23
			\$34,859 66

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$12,404 60
From freight.....	42,375 94
From other sources.....	2,592 22
Total.....	\$57,372 76

2d. RECEIPTS.

From passengers.....	\$12,404 60
From freight.....	42,375 94
Express.....	\$1,046 47
Mails.....	883 54
Rents.....	454 84
Sundries.....	207 37
Total.....	\$57,372 76

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$45,894 38
For interest on valuation of equipment.....	3,755 96
*Rent.....	19,038 45
Total.....	\$68,688 79
Total amount of loss.....	\$11,316 03

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
March 9.....	1	.....	.....	.....	1
May 2.....	1	.....	1
August 26.....	1	.....	.....	.....	1
Total.....	2	.....	1	.....	3

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

March 9. Elmira shops; yard engine; coupling cars; arm bruised; F. L. Cornish, yardman.

May 2. Near Elmira shops; train unknown; climbing over train at crossing; left foot crushed; John Getler.

August 26. Elmira shops; yard engine; arm bruised while coupling cars; John Peterman, yardman.

*NOTE.—Nine seventy-eighths of the whole operation of the Northern Central is the estimated proportion for the Elmira and Williamsport railroad, the whole rent paid is reported by the lessee, at \$165,000.

State Engineer and Surveyor.

have caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and have
as practicable, and believe them to be correct.

(Signed) J. S. LEIB, *Treasurer*,
ROBERT NEILSON, *Superintendent*.

(No. 624.)

ERIE.

ARK, } ss. :

EDMUND S. BOWEN, being each for himself duly sworn, deposes
(said Jewett) is the Receiver of the Erie Railway, appointed by
the State of New York, on the 26th day of May, in the year
(and E. S. Bowen) is the Superintendent in charge of the opera-
tion they have caused the statements in the annexed report to
be made from the books and records of the Erie Railway Company, and from
the report of Hugh J. Jewett, the Receiver of the said road, which state-
ment by them at the end thereof, and that the said statements are
true to the best of his knowledge, information, and belief.

(Signed) H. J. JEWETT,
E. S. BOWEN.

to before me, }
November, 1878. }

C. G. BARBER, *Notary Public*.

STOCK AND DEBTS.

arter.....	}	\$86,536,910 00
ribed.....		
last report.....		
in of capital stock		
t report *		54,271,814 00
unded debt.		See ex. p. 179
st report.		1,887,216 11
ating debt of the Erie Railway Company and		
ug of loans and bills payable*.....		669,705 77
unded and floating debt.		See ex. p. 179
um, of interest on funded debt.....		" "

of "funded" and "floating" debt do not include past due coupons,
due payable for surplus, labor and traffic balances, or any liabilities
of the funded debt of the Erie Railway Company, and the loans and
Railway Company and the Receiver.

CONDENSED BALANCE SHEET, SEPTEMBER 30, 1878.

Dr.

Cost of road and equipment.....	\$2,180,936 63	
Construction branch lines	90,021 86	
Weehawken docks construction.....	\$14,163 91	
Oak Cliff docks construction.....	8,103 12	
Car hoists at Leavittsburgh and Mansfield, Ohio	14,844 11	
		\$36,611 14
Amount paid the Pennsylvania Coal Company on account of coal cars,		10,319 16
Amount due from agents, other companies, and individuals on cur-		
rent accounts		2,086,143 46
Stocks of other companies.....	\$967,215 82	
Bonds of other companies.....	606,520 00	
		1,573,735 82
Erie Railway Company		5,924,736 30
Cash on hand October 1, 1878.....		4,941 48
Cash in hands of J. S. Morgan & Co., London, to pay coupons		399 21
Amount advanced for purposes of reorganization and litigation in		
London		17,500 00
		<u>\$11,934,305 06</u>

Cr.

Loans payable	\$662,639 33	
Rentals of leased lines, etc.....	353,534 87	
Amount due to other companies and individuals on		
current accounts consisting of pay-roll.....	\$666 87	
Audited vouchers, for supplies, etc.....	242,058 41	
Traffic balances, etc.....	156,233 42	
N. Y., L. E. & W. R. R.....	1,045,878 47	
		1,444,837 17
Reclamations.....		266,605 49
Avon station insurance account		3,280 72
Profit and loss:		
Balance*.....	\$8,703,407 49	
United States Express Company stock.....	500,000 00	
		<u>9,203,407 49</u>
		<u>\$11,934,305 06</u>

Accounting department, Erie Railway, H. J. Jewett, Receiver, New York, December 28, 1878.

S. LITTLE, Auditor.

NOTE.—The floating debt, reported above, consists of the amount contracted by the Receiver of the Company, and also of that contracted by the company before the appointing of a Receiver, thus:

Receiver.....	\$802,630 33
Erie Railway Company.....	7,066 45
Total.....	<u>\$809,696 77</u>

For the better explanation of the foot-note on page 177, the Receiver has furnished a condensed balance-sheet of current liabilities outside of the above floating debt, and also its current assets as against such liabilities.

* There is chargeable against this sum the interest on the funded debt of the Erie Railway, which is carried on its books.

State Engineer and Surveyor.

DETAILS OF THE FUNDED DEBT.

mature May 1, 1897*.....	\$2,488,000 00
mature September 1, 1879	2,174,000 00
mature March 1, 1883.....	4,852,000 00
mature October 1, 1880	2,937,000 00
mature June 1, 1888.....	709,500 00
mature July 1, 1891.....	182,600 00
(le) bonds, mature September 1, 1875, being	
0 per £ (gold)†	4,457,714 00
mortgage bonds, mature September 1, 1927 (gold),	12,076,000 00
mature January 1, 1903 (gold)	10,000,000 00
mortgage bonds, mature March, 1894 (gold)....	14,400,000 00
.....	<u>\$54,271,814 00</u>

the second consolidated mortgage of the Erie Railway Company convertible bonds to the amount of \$10,000,000.00, and second mortgage bonds to the amount of \$14,400,000.00 above mentioned, judgment of the Supreme Court of the State of New York, No. 1 bonds are now mortgaged therein.

On the 24th day of April, 1878, sale was had under said judgment of the railroad property and franchises of the Erie Railway Company for the sum of six millions of dollars, subject to the prior mortgage, except as changes by such foreclosure and sale, and explanation. The funded debt of the Erie Railway appears as at the date of the last report, and substantially as above

to operate the railroad of the Erie Railway Company on the same terms, except as hereinafter otherwise mentioned, the following details of his operations and transactions, applicable to the period from the 30th September, 1877, to and including said 31st May, 1878, same appeared in his books and accounts upon the 30th

On the 30th September, 1877, the rate of interest is 7½ per cent gold; on the balance, 7 per cent sterling, making the principal of such bonds \$4,580,000.00, instead of

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For telegraph	\$13,861 68	\$16,640 19
For graduation and masonry	3,710,875 30	3,712,931 75
For bridges	358,771 75	358,771 75
Superstructure, including iron	6,801,841 53	6,941,276 64
Third rail between Elmira and Buffalo	1,060,032 18	1,060,032 18
Passenger and freight stations, buildings and fixtures	2,022,003 06	2,044,589 17
Engine and car-houses, machine shops, machinery and fixtures	1,970,655 43	1,970,655 43
Land, land damages, and fences	794,941 54	806,655 12
Locomotives and fixtures, and snow plows	4,485,717 89	4,431,919 20
Passenger and baggage cars	1,254,099 50	1,256,762 23
Water transportation, New York harbor	255,783 28	255,783 28
Freight and other cars	7,628,203 71	7,640,478 23
Pavonia and Twenty-third street ferries	687,464 82	687,464 82
Engineering and agencies	90,564 16	90,564 16
New York and Erie Railroad and Erie Railway and its franchisees	86,310,304 71	86,209,265 93
Total cost of road and equipment to May 31, '78.	\$117,445,120 54	\$117,633,790 09

CHARACTERISTICS OF ROAD.

Length of road	See page 152
Length of road in this State	" "
Length of road laid	" "
Length of road laid in this State	" "
Length of double track, including sidings	" "
Length of branches owned by the company, laid	" "
Length of double track laid on same	" "
Weight of rail, per yard, on main track, both iron and steel	63 pounds.
Number of engine-houses (having stalls for 321 engines)	44
Number of shops:	
Machine	8
Car repair	8
Number of engines on the books of the company:	
In good condition	405
In fair condition	26
In bad condition	45
Broken up	39
Number of first-class passenger cars (rated as 8-wheel cars)	515
Number of second-class and emigrant cars (rated as 8-wheel cars) ..	236
Number of baggage, mail, and express cars (rated as 8-wheel cars) ..	73
Number of freight cars (including coal cars) owned and under contract of purchase (rated as 8-wheel cars)	96
Length of main line of road from Jersey City, N. J., to Dunkirk, N. Y.	11,700
	460.029 miles.

ne in the State of New Jersey.....	30.090	miles.
ne in the State of New York	387.792	"
ne in the State of Pennsylvania	42.147	"
ne from Jersey City, N. J., to Dunkirk, N. Y.	460.029	"

MILES OF TRACK OWNED, LEASED, AND OPERATED ON MAY 31, 1878.

DIVISIONS.	MAIN LINE—JERSEY CITY TO DUNKIRK.					BRANCHES.						
	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.
				Main track.	Side track.					Main track.	Side track.	
EASTERN DIVISION. <i>Owned.</i>												
	55.148	56.148	20.636			132.932	17.970		5.357			23.327
							18.750		9.824			28.574
<i>Leased.</i>												
	30.985	30.885	42.757			104.527	10.250		1.625			11.745
							11.650		0.814			12.464
							12.590		1.473			14.063
<i>Operated.</i>							10.900		2.186			13.085
							5.618	0.942	2.539	1.850		10.924
							3.312		4.798			8.110
Total	87.033	87.023	63.393			237.459	118.456	0.942	31.164	1.850		154.487

Buffalo, N. Y.									
Main line (Susquehanna, Pa., to Hornellsville, N. Y.)									
Totals									
129,924	123,794	50,679	131,154	10,902	353,045	.....	.....	.....	.....
129,924	123,794	50,679	131,154	10,902	353,045	.....	.....	.....	.....
WESTERN DIVISION.									
Old main line (Hornellsville, N. Y., to Dunkirk, N. Y.)									
129,165	.....	54,264	2,757	9,755	189,883	.....	.....	.....	.....
Buffalo, Bradford and Pittsburgh R. R. (Carrollton, N. Y., to Gilesville, Pa.)									
129,165	.....	54,264	2,757	9,755	189,883	.....	25,970	7,460	33,430
Totals									
129,165	.....	54,264	2,757	9,755	189,883	.....	25,970	7,460	33,430
BUFFALO DIVISION.									
Buffalo branch being present main line (Hornellsville, N. Y., to Attica, N. Y.)									
.....	.....	.....	.....	.....	.....	59,848	7,915	17,083	129,057
Buffalo, New York and Erie R. R. (Attica, N. Y., to Buffalo, N. Y.)									
.....	.....	.....	.....	.....	.....	31,248	50,186	42,863	160,371
Suspension Bridge and Erie Junction R. R. (East Buffalo to Sus- pension Bridge, N. Y.)									
.....	.....	.....	.....	.....	.....	23,277	.....	10,744	50,186
Erie International Railway (Main street, Buffalo, to International Bridge, N. Y.)									
.....	.....	.....	.....	.....	.....	4,257	.....	2,114	6,371
Totals									
.....	.....	.....	.....	.....	.....	118,630	58,104	72,869	334,994

MILES OF TRACK.—(Continued).

DIVISIONS.	MAIN LINE—JERSEY CITY TO DUNKIRK.						BRANCHES.					
	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.
				Main track.	Side track.					Main track.	Side track.	
ROCHESTER DIVISION.												
<i>Leased.</i>												
Buffalo, N. Y. and Erie R. R. } Painted Post, N. Y. to Avon, N. Y.	74,200	.....	15,940	.....	.....	.....	90,140
Buffalo, N. Y. and Erie R. R. } Avon to Attica, N. Y.	34,407	.....	5,107	.....	.....	.....	39,514
Rochester and Genesee Valley R. R. } Avon to Rochester, N. Y.	18,901	.....	4,018	.....	.....	.....	22,919
Avon, Genesee and Mt. Morris R. R. } (Avon to Mt. Morris, N. Y.)	17,501	.....	1,056	.....	.....	.....	18,557
Erie and Genesee Valley R. R. } (Mt. Morris to Dansville, N. Y.)	12,294	.....	1,252	.....	.....	.....	13,546
Totals	156,819	.....	29,983	.....	.....	.....	186,802
Grand totals, all divisions	400,029	372,490	204,974	133,911	36,657	1,017,677	480,357	39,046	100,181	189,675	62,434	905,639

Total tracks owned, leased, and operated, 1823.316 miles.

* Reduced to equivalent single track in totals.

† This amount includes the sidings on section 1 of the Suspension Bridge and Erie Junction R. R., they being laid on the lands of the Buffalo, New York and Erie R. R. Co.

‡ 10.225 miles of this belong to the Buffalo Division. It is taken up here as being the most convenient place for it.

LEASED, OWNED, AND OPERATED BY THE ERIE RAILWAY
COMPANY.

New York State	387,792 miles.
New York States	72,237 "
Road from Jersey City, N. J., to Dunkirk,	460,029 "
(and branches) in New York State	748,026 "
(and branches) out of New York State	192,360 "
line and branches)	940,386 "

MILES OF TRACK.—(Continued).

DIVISIONS.	MAIN LINE—JERSEY CITY TO DUNKIRK.					BRANCHES.					
	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	First track.	Second track.	Side track.	THIRD RAIL.*	
				Main track.	Side track.					Main track.	Side track.
ROCHESTER DIVISION.											
<i>Leased.</i>											
Buffalo, N. Y. and Erie R. R. (Painted Post, N. Y., to Avon, N. Y.)	74,205	.....	.....	13,940	.....	90,145
Buffalo, N. Y. and Erie R. R. (Avon to Attica, N. Y.)	34,497	.....	.....	5,197	.....	39,694
Rochester and Genesee Valley R. R. (Avon to Rochester, N. Y.)	18,261	.....	.....	4,918	.....	23,179
Avon, Genesee and Mt. Morris R. R. (Avon to Mt. Morris, N. Y.)	17,561	.....	.....	1,356	.....	19,317
Erie and Genesee Valley R. R. (Mt. Morris to Dansville, N. Y.)	13,394	.....	.....	1,292	.....	13,546
Totals	156,819	.....	.....	20,503	.....	186,082
Grand totals, all divisions	460,029	272,330	204,974	133,911	96,657	1017,677	480,357	39,016	160,181	180,675	805,639

Total tracks owned, leased, and operated, 1823.316 miles.

* Reduced to equivalent single track in totals.

† This amount includes the sidings on section 1 of the Suspension Bridge and Erie Junction R. R., they being laid on the lands of the Buffalo, New York and Erie R. R. Co.

‡ 9.28 miles of this belong to the Buffalo Division. It is taken up here as being the most convenient place for it.

D LEASED, OWNED, AND OPERATED BY THE ERIE RAILWAY
COMPANY.

New York State	387,792 miles.
New York States	72,237 "
of road from Jersey City, N. J., to Dunkirk,	460,029 "
(and branches) in New York State	748,026 "
(and branches) out of New York State	192,360 "
line and branches)	940,386 "

LIST OF BRANCHES.

NAME OF ROAD.	WHERE LOCATED.		LENGTH.		Length of double track on same.
	From.	To.	Total.	In New York.	
<i>Owned.</i>					
Piermont Branch.....	Suffern.....	Piermont.....	17 970	17 970	.....
Newburgh Branch.....	Greycourt.....	Newburgh.....	18 730	18 730	.....
Buffalo Branch.....	Hornellsville.....	Attica.....	59 848	59 848	7 918
Totals.....	.....	.....	95 548	95 548	7 918
<i>Operated.</i>					
Wheelawken Branch.....	Bergen Tunnel.....	Oil Docks.....	5 105	.....	.....
New York and Fort Lee R. R.....	Oil Docks.....	Oak Cliff.....	21 280	1 441	.....
Northern R. R. of New Jersey.....	Junction at Bergen.....	Sparkill.....	4 378	.....	.....
New York and Northern R. R.....	Sparkill.....	Nyack.....	4 257	4 257	.....
Erie International Railway.....	Main Street, Buffalo.....	International Bridge.....	5 618	.....	0 942
Newark and Hudson R. R.....	Bergen Junction.....	Newark.....	40 644	10 076	0 942
Totals.....	.....	.....	.....	.....	.....
<i>Leased.</i>					
Paterson, Newark and N. Y. R. R.....	Paterson.....	Newark.....	10 909	.....	.....
Newburgh and New York R. R.....	Greenwood Junction.....	Valley Gate Junction.....	12 560	12 560	.....
Montgomery and Erie R. R.....	Goshen.....	Montgomery.....	10 250	10 250	.....
Goshen and Deckertown R. R.....	Goshen.....	Pine Island.....	11 650	11 650	.....
Hawley Branch.....	Lackawaxen.....	Hawley.....	15 613	.....	.....
Honesdale Branch.....	Hawley.....	Honesdale.....	8 183	.....	.....
Jefferson R. R.....	Laurelboro.....	Carlisle.....	36 686	.....	.....
Buffalo, Bradford and Pittsburgh R. R.....	Carrollton.....	Carlisle.....	25 970	7 806	.....
Buffalo, New York and Erie R. R.....	Painted Post.....	Buffalo.....	139 651	139 651	80 186
Suspension Bridge, and Erie Junction R. R.....	East Buffalo.....	Suspension Bridge.....	23 277	23 277	.....
Rochester and Genesee Valley R. R.....	Avon.....	Rochester.....	18 561	18 561	.....
Avon, Genesee and Mount Morris R. R.....	Mount Morris.....	Mount Morris.....	17 501	17 501	.....
Erie and Genesee Valley R. R.....	Mount Morris.....	Danville.....	72 294	12 294	.....
Totals.....	.....	.....	343 105	253 610	80 186

MONTHS IN TRANSPORTATION, AND TOTAL MILES RUN TO
MAY 31, 1878.

y working trains	57,534
y passenger trains	2,006,587
y switch engines	1,246,256
y freight trains	5,197,583
(all classes) carried in cars	3,080,242
ed by passengers, or number of passengers	86,154,310
0 pounds, of freight carried in cars	4,128,906
ht, or number of tons carried one mile	811,145,801
adopted by ordinary passenger trains, includ- ing)	20 to 22
when in motion	26 to 30
adopted by express trains, including stops	26 to 30
when in motion	30 to 40
adopted by freight trains, including stops	10
when in motion	15
, of passenger trains, exclusive of passengers	150
, of freight trains, exclusive of freight	240

OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Forest	128,826
.....	294,412
.....	740,727
ucts	95,516
.....	170,643
.....	404,658
.....	1,948,157
.....	345,967
.....	4,128,906

BE PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

passengers	1.94 cents.
engers	2.31 "
ngers	0.76 "
passengers	1.68 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION, TO MAY 31, 1878.	ALLOTTED TO		
	Amount.	Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$771,685 03	\$192,071 10	\$579,613 93
Repairs of bridges	77,362 45	20,368 96	56,993 49
Repairs of telegraph	5,166 92	1,291 73	3,875 19
Superintendence and contingencies	54,750 52	13,713 55	41,036 97
Cost of iron used in repairs:	293,434 68	73,858 67	220,076 01
Allotted to passenger transportation:			
Length in feet	329,688 }		
Weight in lbs.	6,438,277 }		
Allotted to freight transportation:			
Length in feet	989,066 }		
Weight in lbs	20,814,840 }		
Repairs of buildings	88,157 50	40,298 72	47,858 78
Repairs of fences and gates.	18,780 52	4,695 13	14,085 39
Taxes on real estate	196,164 86	49,267 78	146,897 08
Totals	\$1,505,502 48	\$395,065 64	\$1,110,436 84
REPAIRS OF MACHINERY TO MAY 31, 1878.			
Repairs of engines and tenders	\$330,273 09	\$74,620 47	\$255,652 62
Renewals of engines and tenders	147,404 99	3,168 34	144,236 65
Repairs of passenger and baggage cars	111,228 99	111,228 99	.....
Renewals of passenger and baggage cars	4,420 17	4,420 17	.....
Repairs of freight cars	394,768 01	.....	394,768 01
Renewals of freight cars	49,893 02	.....	49,893 02
Repairs of tools and machinery in shops.	31,832 40	7,958 10	23,874 30
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	94,641 19	23,660 28	70,980 91
Cleaning and housing engines	159,807 99	39,952 00	119,855 99
Totals	\$1,324,269 85	\$205,008 35	\$1,059,291 50

transportation.

Office expenses, stationery, etc.	\$175,356 54	\$59,167 28	\$116,789 26
Telegraph operators	67,922 28	18,256 50	49,665 78
Agents and clerks	557,173 53	170,271 33	386,902 20
Labor: loading and unloading freight	594,219 64	.....	594,219 64
Porters, watchmen, and switchtenders	198,067 71	44,036 83	154,030 88
Wood and water station attendance	38,361 78	9,590 47	28,771 31
Conductors, baggage and brakemen	774,156 13	202,423 23	571,732 90
Enginemen and firemen	602,908 65	126,887 51	476,021 14
Fuel: cost and labor of preparing for use	660,446 99	123,085 60	537,361 39
Oil and waste for engines and tenders	49,365 13	10,693 07	38,672 06
Oil and waste for freight cars	41,670 58	.....	41,670 58
Oil and waste for passenger and baggage cars	12,930 70	12,930 70	.....
Loss and damage of goods and baggage	23,010 65	154 70	22,855 95
Damage for injuries of persons	8,132 32	2,873 28	5,259 04
Damage to property, including damages by fire and cattle killed on road	3,559 68	811 18	2,748 50
General office expenses	48,542 46	12,135 62	36,406 84
General superintendence	113,275 24	28,318 81	84,956 43
General office clerks	88,612 70	22,153 18	66,459 52
Contingencies	475,029 86	120,208 36	354,821 50
Totals	\$4,533,342 57	\$933,997 65	\$3,599,344 92

SUBDIVISION OF CONTINGENCIES.

Legal expenses.....	\$73,245 20
Hire of cars.....	282,668 17
Clerks.....	5,715 60
Incidentals.....	19,223 64
Removing snow and ice.....	14,514 88
Stationery and printing.....	158 04
Insurance.....	23,146 57
Rents.....	17,926 00
Tolls.....	666 67
Rents of piers.....	34,220 91
Manning passenger barge.....	3,200 00
Repairs passenger barge.....	343 58
Total.....	\$475,020 86

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc....	\$1,505,502 48	\$395,065 64	\$1,110,436 84
Repairs of machinery.....	1,324,269 85	265,008 35	1,059,261 50
Operating.....	4,533,342 57	963,997 65	3,569,344 92
Totals.....	\$7,363,114 90	\$1,624,071 64	\$5,739,043 26

EARNINGS, EXPENSES, ETC., ACCORDING TO MAY 31, 1878.

1st. EARNINGS.

From passengers.....	\$1,900,045 50
From freight.....	8,087,075 41
From other sources.....	465,175 98
Total.....	\$10,452,296 87

2d. EARNINGS.

From passengers.....	\$1,900,045 50
From freight.....	8,087,075 41
Express.....	\$261,759 22
Mails.....	116,292 45
Rents.....	21,784 60
Miscellaneous.....	65,339 69
	465,175 98

Total, Erie Railway proper.....\$10,452,296 87

From other sources.

Pavonia ferries earnings.....	\$153,259 50
Pavonia Horse Railroad earnings.....	12,468 93
Erie Baggage Express earnings.....	42,689 55
Weehawken docks earnings.....	48,226 05
Grand Opera House and Twenty-third street property, rents (year ending Sept. 30, 1878) *..	42,312 86
Unclaimed baggage and freight department receipts.....	1,883 81
	\$300,840 70
From interest on securities (year ending September 30, 1878) † ..	259,800 95
From royalty on oil, for account of Buffalo, Bradford and Pittsburgh Railroad.....	8,207 14
Total.....	\$11,021,145 66

* Property still in hands of receiver.

† Securities still in hands of receiver.

AN FOR CONSTRUCTION.

expenses*.....	\$7,363,114 90	
est on the funded debt, eight		
1, 1878 :		
.....	\$1,919,378 33	
.....	819,131 32	
		2,538,509 65
s bonds, eight months, to June 1st.....		140,000 00
rd and Erie bonds, eight months, to June 1st,		
ison Canal Company.....	\$70,000 00	
.....	18,666 66	
		88,666 66
ocks mortgage, eight months, to June 1, 1878..		42,968 88
.....	\$93,441 24	
.....	13,893 90	
		107,335 14
		7,560 29
nes, eight mos., to June 1, 1878, †	\$447,841 36	
and Erie Junction		
ght months, to June		
.....	\$46,666 67	
f earnings.....	16,653 34	
		30,013 33
ark Railroad rent,		
June 1, 1878.....	\$23,333 34	
f earnings.....	12,937 89	
		10,395 45
		487,750 14
.....		8,234 97
.....	\$208,610 25	
road expenses.....	29,532 62	
reas expenses.....	46,917 76	
.....	23,082 01	
ouse and Twenty-third street		
es (year ending Sept. 30, 1878), †	56,367 06	
ge and freight department ex-		
.....	4,007 31	
		368,517 00
anization.....		13,207 01
ses.....		29,895 00
tober 1, 1877.....		24,352 48
ffalo.....		4,148 21
		\$11,224,260 29
		11,021,145 66
		\$203,114 63

Grand total of the recapitulation table, and includes \$201,718.18 for
 the old numbers, as is shown in the detailed statement of operating
 expenses.

tenders.....	\$147,404 99
and baggage cars.....	4,420 17
	49,893 02

The following leased lines: Paterson and Hudson Railroad; Paterson
 Hoboken Land and Improvement Company; Newburgh and New York
 Fork and Erie Railroad; Montgomery and Erie Railroad; Goshen and
 Hawley Branch; Honesdale Branch; Jefferson Branch; Rochester and
 Avon, Genesee and Mount Morris Railroad; Erie and Genesee Valley
 Road and Pittsburgh Railroad.

unds of receiver.

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October .....	..	2	4	13	3	7	7	22
November	1	..	3	10	..	4	4	14
December	1	..	2	25	6	6	9	31
1878.								
January .....	..	1	4	19	2	1	6	21
February .....	..	..	..	23	4	4	4	27
March .....	..	1	..	15	7	6	7	22
April .....	..	..	2	8	3	5	5	13
May .....	..	1	1	12	2	4	3	17
	2	5	16	125	27	37	45	167

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

B., N. Y. and E., October 2. George W. Reynolds, brakeman, age 41, had thumb of his left hand smashed, coupling engine 427 to train 6, at Attica, N. Y. C. E. Ferris, conductor; J. Ogden, engineer.

P. and R., October 5. Peter Wanamaker, age 45, as he was driving across the track on highway crossing, at Ridgewood, N. J., directly in front of train 15, the train struck his wagon, throwing him out in front of engine, resulting in a slight cut on head and a bruised arm; bell was ringing and whistle sounded. W. E. Hepburn, conductor; S. S. Walker, engineer; engine 393.

B., B. and P., October 5. Patrick Lane, switchman, age 21, had his right foot badly crushed at Kendall, Pa., in attempting to get on foot-board of engine 144 while in motion; his foot slipped. A. H. Slatt, engineer.

B., N. Y. and E., October 5. Thomas McLaughlin, switchman, age 23, had his left hand caught between drawheads while coupling cars at Buffalo, N. Y.; two fingers amputated. Engine 497; W. E. Pierington, engineer.

B., N. Y. and E., October 5. Walter Phinney, age 18, was struck by train 16, 24 miles west of Alden, N. Y., and had flesh torn from bottom of his right foot, and head bruised; he was walking on track, and paid no attention to signals given. B. Van Tuyl, conductor; B. Weyant, engineer; engine 130.

P. and H. R., October 6. James Lemon, brakeman, age 31, arm badly bruised by getting it caught between the bumpers while uncoupling cars in train extra 10, at Jersey City, N. J.; no bones broken. W. M. Shearer, conductor; D. Ross, engineer; engine 273.

P. and H. R., October 7. Robert Murphy, sweeper at engine-house, Jersey City, N. J., age 45, went under engine 421, unknown to any person, to clean out a drain that was stopped up, when, the engine moving, it struck him, cutting a gash in his leg about eight inches long; no bones broken. T. Brierton, engineer.

9. William Murphy, laborer on grain dock, Jersey City, while attempting to cross between cars on grain dock, was caught between them and killed; cars were being moved by hand.

John McGowan, Jr., age 13, while stealing a ride on train No. 1, his foot slipped, went under wheel, and was crushed; foot was amputated. T. Dolson, conductor; J. Miller, engineer;

Joseph G. Goss, brakeman, age 28, was fatally injured by fall from train 2d extra 36, while taking up bell-rope, $1\frac{1}{4}$ miles west of New York, same day. E. Rosencrans, conductor; J. Smith, engineer;

William Skinner, passenger, age 35, had his right leg crushed, and his left foot crushed, at Goshen, N. Y., in jumping from train No. 1. Geraghty, Sr., conductor; engine 843, G. Iseman, engineer.

October 13. Philip Bendernagle, age 45, in attempting to get on train No. 1, switched at Oak Cliff, N. J., by engine 226, fell and was run over, sustaining injuries. He was taken to Roosevelt Hospital, New York, and died. G. W. Moore, engineer.

William Hanners, fireman, age 34, had his arm broken, in jumping from train No. 2, near Southfield, N. Y. Train 10; A. Newkirk, conductor;

October 14. Frank Hanible (colored), age 40, while lying on track near Cresskill, N. J., had his arm cut off, and head injured. He did not see him. J. M. Snook, conductor; engine 355, J.

Henry Martin, age 43, was found dead on track near Inter-

Robert Preston, track laborer, age 35, had two fingers on left hand crushed, while loading steel rails, at Canisteo Center, N. Y.

Thomas Higgins, age 9, had his right leg crushed and left injured, while stealing a ride, and in attempting to jump while train No. 1 was passing; leg was amputated. Train 2d extra 27; W. Hollis, conductor; Tibbetts, engineer.

Leon Raish, flagman, age 31, was killed by falling from train, while attempting to turn switch; he was walking forward to turn switch, losing his balance. N. Gilson, conductor; engine 366, C. Snyder, engineer.

Joseph K. Brown, brakeman, age 30, had his right hand badly injured, while coupling cars at Corning, N. Y.; three fingers amputated. Train extra 35; engine 476, J. La Grange, engineer.

Benjamin F. Foulk, brakeman, age 28, was fatally injured at Corning, N. Y., while coupling cars when he slipped and fell, and was run over; foot was amputated. Train 2d extra 43; F. Hunt, conductor; engine 443, C. De-

Walter Drummond, engineer, age 40, in putting his arm over the water-tank spout at West Paterson, N. J., it was caught between the tank and the spout, and was cut in the muscles. Train extra 85; D. King, conductor; engine 447.

John Twiggs, age 55, was killed by train 5, $1\frac{1}{4}$ miles west of New York, while attempting to get over on west-bound track, to get out of way of train No. 1; too late for engineer to give any signals before striking him. Engine 194, A. J. Wiles, engineer.

John Nichols, age 50, had his foot crushed by train 2d extra 35,

at Waverly, N. Y.; he stepped down from platform at station on track, and his foot was run over (did not see train coming); foot amputated. P. Ford, conductor; engine 448, E. Bolton, engineer.

Erie, October 27. John Koons, brakeman, age 23, had his hand badly bruised coupling coal dumps at Port Jervis, N. Y. Train extra 10; W. Manion, conductor; engine 264, J. Hagerty, engineer. (No bones broken.)

Erie, October 27. Hiram Harford, brakeman, age 26, injured in jumping from a car in train extra 10, and striking a donkey switch without a light, cutting him in the groin, at Port Jervis, N. Y. J. W. Whitmore, conductor; N. Dubois, engineer; engine 351.

H. L. and I. Co., October 30. Timothy Toomey, watchman, employed by Standard Oil Co., age 60, had his arm badly bruised, but no bones broken, at Weehawken, N. J., in attempting to pull a pin; his arm was caught between the bumpers. Engine 165; G. Baldwin, engineer.

Erie, October 30. Milton Hanners, brakeman, age 30, had his back bruised and shoulder blade broken, by falling from train extra 35, at Newburgh Junction, N. Y.; caused by brake-wheel coming off while he was setting a brake. J. Ramage, conductor; W. Johnson, engineer; engine 238.

Erie, October 31. Margaret Ready, passenger, age 21, had leg broken, in jumping from train 15 while in motion, as it was near Southport station. A. D. Thompson, conductor; C. N. Rogers, engineer; engine 103.

B., B. and P., October 31. William McLoury, brakeman, age 24, had five ribs broken, and bruised about body, by falling from log train, which ran off track in Nilton switch, on Bradford branch. F. Bowman, conductor; W. H. Storms, engineer; engine 120.

Erie, November 1. James C. Boak, yardmaster, age 49, had heel of left foot crushed at Elmira, N. Y., in attempting to step on foot-board of engine 178; he lost his hold and fell. Engine was handled by fireman, G. Peters.

B., N. Y. and E., November 5. William R. Campbell, brakeman, age 33, was killed at East Buffalo, N. Y.; he was uncoupling cars, when his foot getting caught in frog, he fell and was run over. Train 10; M. F. Hurd, conductor; W. Kimball, engineer; engine 495.

N. R. R. of N. J., November 8. James McCann, brakeman, age 28, had the end of his thumb broken off while coupling cars, in train 154, at Tyler Park, N. J. J. M. Snook, conductor; engine 355, J. Cassell, engineer.

Buffalo Branch, November 13. William C. Smith, brakeman, age 25, had his ankle badly sprained, near Nunda, N. Y., by his heel getting caught on Dump, in train 3d extra 39, as he was going from one dump to another, to set brake. E. M. Barber, conductor; C. Bruman, engineer; engine 437.

Erie, November 14. William H. Covart, brakeman, age 23, was killed near Guy-mard, N. Y., by falling between cars in train extra 35, while setting a brake, caused by brake-wheel coming off. O. M. Kimble, conductor; J. A. Wilkin, engineer; engine 296.

P. and R., November 14. Henry L. Beaumont, age about 40, by his foot catching in a hole in the platform of a coach in train 69, and the plank giving way, had his leg slightly injured, at Paterson, N. J. J. A. Cosse, conductor.

Erie, November 14. Emmet Walker, brakeman, age 26, had three fingers of his right hand jammed while coupling cars, in train 37, in Port Jervis yard, N. Y.; no bones broken. J. D. Brown, conductor; F. Thomas, engineer; engine 151.

Erie, November 14. Chauncey Pease, brakeman, age 34, had his right arm severely bruised, at Salamanca, N. Y., while coupling baggage car to coal dump; the bumpers of baggage car being higher than the dump; no bones broken. Train 37; M. S. Harris, conductor; J. Mills, engineer; engine 63.

Charles Simms, age 7, had his right foot injured, in attempt-extra 30, at Hornellsville, N. Y., while train was in motion, to tipped under wheel; one toe amputated. J. D. Horton, conductor; engine 493.

October 16. Charles Collins (colored), age 12, while standing Passaic, N. J., was struck by end of bumpers of engine No. 326; broken; whistle was blown, and bell was ringing. Train 17; conductor; F. Eldridge, engineer.

Daniel Collier, switchman, age 45, had his left foot badly (broken), by his foot getting caught between the rails, and run over by engine 455, at Passaic, N. Y. Train 1st extra 43; W. Van Antwerp, conductor; C. Leonard, engineer.

Henry Loewe, age 30, had his foot crushed at Oxford, N. Y.; on Sunday special B., while in motion, to purchase a newspaper; it went under wheels. J. Van Duzer, conductor; C. Leonard, engineer.

October 20. Julius Hagans, passenger (colored), age 30, killed by engine 326, while in motion, at Passaic, N. J. D. Doremus, conductor; engine 326.

October 21. Bernard McVey, switchman, age 30, while staking at Passaic City, N. J., was crushed between the bumper of the cars and engine 455, and killed. J. Cole, conductor.

George Mohair, brakeman, age 27, while breaking coal with engine 296, pick glanced off and struck him in the foot, fracturing foot; Chester, N. Y.; train extra 35. J. Ramage, conductor; engine 296.

November 27. John Austin, switchman, age 35, had left arm and back badly hurt, by being struck by engine 499, at Passaic, N. J. Maynard, engineer.

November 27. Frank Mingons, brakeman, age 25, while on engine 434, his foot getting caught in rails, he was thrown down by engine 434, one wheel of dump in train 34. J. D. Shults, conductor; engine 434.

Anson Prentis, conductor, age 38, while coupling cars at Passaic, N. J., caught his foot between main and guard rails, and his right leg amputated above knee. Train 4th extra 31; engine 433; J. Stickney, engineer.

December 1. Joseph Palys, age 40, in attempting to drive across Passaic, N. J., was struck by train 64 and thrown out of wagon, that it had to be amputated. H. P. Lupton, conductor; engine 217.

December 3. William McBride, switchman, age 21, had first finger and crushed, coupling cars, at Bradford, Pa. A. H. Slatt, conductor.

December 4. Adam Douglas, tramp, age 40, while walking on track at Passaic, N. J., was struck by end of bumper of engine 389, of train 22, and his right arm was given. D. Cooper, conductor; S. A. Rork, engineer.

December 4. Willis Wright, switchman, age 29, had his left arm caught between bumper blocks while coupling cars, at Passaic, N. J. Allen, engineer; engine 423. Arm was amputated close to shoulder.

Erie, December 5. John D. Noland, brakeman, age 26, had his hand badly pinched while coupling cars in train 5th extra 36, at Hornellsville, N. Y. F. J. Abbott, conductor; engine 166; J. Dexter, engineer.

Erie, December 7. William Lewis, age 11, in attempting to get on caboose of train extra 35, at Turners, N. Y., while in motion, he fell, and both feet were run over by caboose; but having a pair of heavy boots on, his injuries are nothing but flesh wounds, no bones being broken. J. P. Walker, conductor; G. Conklin, engineer; engine 276.

P. and H. R., December 8. Dennis Murphy, switchman, age 25, ends of two fingers crushed while uncoupling cars at Jersey City, N. J. W. Calhoun, engineer; engine 425.

P. and R., December 8. Joseph Damaas, age 15, while standing close to a passing train at Paterson, N. J., a projecting bolt or nut caught in his clothing and threw him down, so that his heel was run over and bruised; no bones broken.

Erie, December 10. John Henley, track laborer, age 51, had his foot badly hurt by rail slipping from his hand and falling upon his foot, in yard at Port Jervis, N. Y.

Erie, December 10. John Burke, age 20, and John Reardon, age 19, tramps, killed near Dunkirk, N. Y.; were stealing a ride in a coal dump in train 14, in company with three other tramps, the bottom of dump falling through, and Burke and Reardon fell on track, and were run over. J. McGuire, conductor; J. Dickinson, engineer; engine 128.

Erie, December 11. Aaron J. Hornbeck, conductor, age 29, had his left hand badly injured, but no bones broken, while coupling cars in Port Jervis, N. Y. Train 2d extra 43; J. Canfield, engineer; engine 177.

P. and R., December 12. Albert S. Lee, brakeman, age 24, wrist sprained by being thrown from top of train extra 35 at Paterson, N. J., caused by dog of brake slipping. E. O. Harding, conductor; B. Hogan, engineer; engine 333.

Erie, December 12. John Brewster, flagman, age 36, had his left arm crushed while coupling cars in train 10 at Port Jervis, N. Y.; arm was amputated. S. Sharp, conductor; J. Omer, engineer; engine 32.

Erie, December 13. Patrick Brody, age 21, in attempting to get on coal train while in motion, to steal a ride, fell and bruised his side, near Dig Flats, N. Y.

B., N. Y. and E., December 14. Joseph Draper, switchman, age 25, had two fingers of left hand crushed, coupling cars at Buffalo, N. Y.; one finger amputated. A. J. Allen, engineer; engine 423.

S. B. and E. J., December 14. Sophia Drexel, age 77, was instantly killed by train 12 while walking on track; she stepped off, but not far enough, and paid no attention to signals given, near Tonawanda, N. Y. J. H. Wilson, conductor; F. W. Eastman, engineer; engine 66.

Erie, December 16. Israel C. Davenport, age 65, killed at Port Jervis, N. Y., by wild-cat train west; he was walking outside of west-bound track, and when engine was within 10 feet of him, he stepped on track, too late for engineer to do anything to avoid striking him. T. G. Eaton, conductor; D. Everett, engineer; engine 272.

B., B. and P., December 16. Volney Osterhout, age 21, had his left hand badly smashed, coupling cars at Bradford, Pa.; he was not an employe, and had no business to make the coupling. W. Clark, engineer; engine 77.

P. and H. R., December 18. Sylvester S. Corwin, brakeman, age 35, slightly bruised about head and shoulders by falling from top of car in train extra 36, at Lake View, N. J. J. D. Decker, conductor; D. Ross, engineer; engine 278.

Jefferson Branch, December 18. James Gilbride, track laborer, age 19, was badly hurt about body, several ribs being broken, by being caught between a car

box car, in attempting to get on train 38, near Forest City, N. Y.; R. Holloran, engineer; engine 267.

December 18. John Simons, engineer, age 46; Frederick Wurl, brakeman, age 34, had feet and ankles crushed by engine 473, in collision between trains 39 and 4th extra 43, near Washingtonville, N. Y. Train 4th extra 43; S. W. Bunce, conductor; engine 510; train 39; M. F. Hurd, conductor; J. Simons, engineer.

December 18. Frederick Diehl, fireman, age 38, had his left arm and hand cut by falling from engine 75, at East Buffalo, N. Y.

December 18. Joseph Roth, switchman, age 26, had his left arm cut by getting a brake at Buffalo, N. Y. J. Glasby, engineer; engine 42.

December 19. John Kelly, brakeman, age 21, had his right arm crushed by engine 205 to a coal dump, at Washingtonville, N. Y. Train 39; J. Allen, engineer.

December 19. John Davin, brakeman, age 27, had first and second hands badly bruised, but no bones broken, coupling cars, at Washingtonville, N. Y. Train 39; C. K. Cross, conductor; W. W. Farnum, engineer; engine 42.

Joshua De Witt, laborer, age 58, while engaged in taking up a car at Eddy, Pa., fell a distance of 25 feet, breaking his left leg.

James M. Mosher, brakeman, age 22, had his left hand badly bruised, at Carrollton, N. Y.; hand amputated above the wrist. Train 39; G. Tibbetts, engineer; engine 42.

George Gaylord, age 44, was found dead on track at Magee's station, N. Y.

December 24. John Castleton, switchman, age 28, had his left arm crushed by engine 144, in collision between bumpers, while coupling cars, at Bradford, Pa. Train 39; engine 144.

George Whitney, brakeman, age 19, had his back bruised; he set up brake on coal dump, when stick broke, allowing him to fall. Train 39; T. F. Clay, conductor; A. McClure, engineer.

December 25. Lawrence King, passenger, age 22, was killed in collision with engine 483, at Castile, N. Y., and falling under train; was intoxicated. Train 39; G. W. Smith, engineer; engine 483.

December 26. Daniel Cotter, switchman, age 30, two fingers crushed by engine 483, while coupling cars, at Jersey City, N. J. W. Correll, engineer.

James A. Smith, brakeman, age 24, was fatally injured at his foot getting caught in guard rail, and being knocked down by engine 483, on January 1, 1878. Train 8th extra coal 2; W. H. Cole, engineer; engine 372.

December 27. Cyrus E. Bennett, age 12, had his right hand crushed by engine 483, by being thrown under cars; he was standing on a car when it threw him off, at Avon, N. Y.; no bones broken. Train 34; J. Leahy, engineer; engine 434.

Lewis N. Bird, brakeman, age 40, had his wrist and shoulder crushed by engine 483, from train extra 36, near Howells, N. Y. M. J. Hedges, conductor; engine 274.

Erie, December 29. Martin Young, brakeman, age 24, received a scalp wound by his head getting caught between board that holds the dog and ratchet of brake and end of next car, at Binghamton, N. Y. Train extra 31; J. W. Osborne, conductor; F. Gartside, engineer; engine 156.

Erie, December 31. William A. Roloson, brakeman, age 23, was fatally injured by losing his balance and falling between cars, in train extra 35, at Sufferns, N. Y.; he was taken to hospital at Paterson, N. J., where he died January 9, 1878. J. W. Whitmore, conductor; A. McClure, engineer; engine 303.

1878.

B., N. Y. and E., January 1. Henry Akhurst, brakeman, age 31, had two fingers of his right hand crushed coupling cars, at East Buffalo, N. Y. Train 1st extra 34; E. P. Chapman, conductor; W. Pettibone, engineer; engine 501.

Erie, January 2. James Bateman, brakeman, age 21, while running alongside of train towards caboose, to light his lantern, which had gone out, fell through bridge near Oxford, N. Y., breaking his arm. Train extra 36; H. W. Read, conductor; J. Wood, engineer; engine 342.

Erie, January 2. Isaac Carley, brakeman, age 37, had his right hand badly jammed coupling cars, at Carrollton, N. Y.; thumb was amputated. Train 37; O. W. Barker, conductor; G. Moore, engineer; engine 126.

Erie, January 5. Michael Murphy, track laborer, age 62, was killed in yard at Port Jervis, N. Y.; he was taking snow and ice from frog, when he was struck by car attached to engine 133. J. B. Vail, engineer.

Buffalo Branch, January 6. Patrick Culling, brakeman, age 30, was killed by falling on track and run over, caused by tender and engine separating, at Garwoods, N. Y. Train 1st extra 43; M. Leahy, engineer; H. S. Chapman, conductor; engine 494.

P. and H. R., January 7. John Healy, laborer (company's), age 34, had two toes crushed by letting a rudder fall on his foot which he, with other laborers, was moving on Pier 9, Jersey City, N. J.

H. L. and I. Co., January 8. William McDonald, brakeman, age 22, was killed near Weehawken, N. J.; was coupling cars and getting his foot caught, fell and was run over. Engine 227; T. Singler, engineer.

B., N. Y. and E., January 14. Michael Kelly, switchman, age 28, had three of his fingers injured coupling cars, at Buffalo, N. Y.; he will lose one finger. G. Jack, engineer; engine 99.

Erie, January 16. Fred. Mensitt, brakeman, age 25, had his right leg badly bruised by falling from train 3d extra 33, at Port Jervis, N. Y.; no bones broken. G. W. Dowe, conductor; F. Roberts, engineer; engine 183.

Erie, January 17. Eugene Clapper, switchman, age 26, had his left foot slightly injured, at Binghamton, N. Y.; he was standing on foot-board of engine 220, when he fell and his clothes getting caught on step he was dragged along on ground. J. B. Salmon, engineer.

Erie, January 18. Frank Barkley, brakeman, age 22, was thrown from top of train extra 10, at Otisville, N. Y., by brake chain breaking; he received scalp wound, sprained ankle, and slight bruises on body. O. M. Kimble, conductor; J. Lisle, engineer; engine 349.

Erie, January 19. Dennis O'Connor, age 55, was killed by wild-cat east, near Pond Eddy, Pa.; he was walking on truck on a curve, and engineer could see but a short distance. M. Blake, conductor; A. Wiegand, engineer; engine 124.

Erie, January 20. Mrs. Catherine Kennedy, age 62, was struck by pusher engine 259, while crossing track, and her shoulder blade was fractured, at Lanesboro, Pa.; engine bell was ringing. J. Buckley, engineer.

James McKerran, brakeman, age 21, had his hand bruised at Jersey, N. Y. Train extra 10; L. De Gabrielle, conductor; engine 290.

January 22. James McCann, brakeman, age 22, had his leg badly bruised, by falling in getting down to pull the pin, near 17; J. M. Snook, conductor; J. Cassell, engineer; engine 355.

January 22. John Larkins, switchman, age 30, had his left arm at East Buffalo, N. Y.; no bones broken. A. Bieser, engineer;

Elvin McCormick, brakeman, age 23, had his left hip slightly struck by engine 469, in yard at Waverly, N. Y.; he was walking the train 43 approaching. R. S. Tucker, conductor; M. Skill-

Edward Johnson, brakeman, age 22, was slightly bruised by car in train extra 10, near Hampton, N. Y. W. H. Shearer, engineer; engine 304.

January 23. Timothy Hartnett, brakeman, age 21, had his left hand bruised while coupling cars at Great Valley, N. Y. Train 36; A. J. Mills, engineer; engine 42.

January 24. Michael Donahue, switchman, age 32, had thumb while coupling cars at Buffalo, N. Y. A. Bieser, engineer;

January 26. Thomas Kane, brakeman, age 45, had his hand badly at Weehawken, N. J. C. H. McGilray, engineer; engine 152.

Patrick Holloran, switchman, age 20, had one finger crushed at Hillsville, N. Y.; finger amputated. A. Ford, engineer; engine

George Wilkes, age 43, was found dead on track near South-

January 28. Horace F. Bishop, brakeman, age 24, had his head crushed, coupling cars at Alden, N. Y.; no bones broken. Wild Chapman, conductor; J. Glinn, engineer; engine 488.

January 29. Matthew B. Gillespie, conductor, age 48, was killed while standing between the east and west-bound tracks, but so close to engine 385 struck him. Train 41; J. M. Van Inwegen, conductor, engineer.

January 29. Frank J. Weisert, brakeman, age 22, had one finger crushed, coupling cars, at Bloomsburg, N. Y. Train 37; A. S. Alexander, engineer; engine —.

William Staples, passenger, age 50, had two ribs broken, by engine 453, while in motion, at Corning, N. Y.; was under the influence of alcohol; T. De Witt, engineer; engine 453.

January 1. James Conners, age 20, was found dead on track near Jersey City, N. J.

Alfred Horton, farmer, age 62, was struck and thrown out of the train, in attempting to drive across track in front of engine 453, at N. Y., while intoxicated. W. K. Martin, engineer. Died at N. J. W. Robinson, of Hornellsville, who attended him, says that of inflammatory action affecting the bladder and peritoneum, in a debauched condition.

George Norton, brakeman, age 30, was quite badly pinched in the dump to a Lehigh Valley dump, at Rathboneville, N. Y.;

no bones broken. Train 38; E. M. Le Munyan, conductor; T. Lynch, engineer; engine 394.

Erie, February 5. Thomas B. Holmes, conductor, age 37, was badly bruised about body, by being caught between bumpers, at Hornellsville, N. Y. Train 27; H. Allen, engineer; engine 48.

B., N. Y. and E., February 5. Patrick Davis, switchman, age 24, had two fingers of his right hand crushed coupling cars at Buffalo, N. Y.; fingers amputated at first joint. J. Smith, engineer; engine 78.

P. and H. R., February 6. Charles E. Weiss, brakeman, age 26, had his right foot badly bruised at Bergen, N. J., by getting his foot caught in a frog, and flange of wheel running over it, while coupling cars in train extra 10; M. Jordan, conductor; J. H. Woods, engineer; engine 287.

B., N. Y. and E., February 6. Frank McNamara, switchman, age 22, had two fingers of his left hand crushed, coupling cars, at Buffalo, N. Y.; fingers amputated. G. Bertel, engineer; engine 98.

H., L. and I. Co., February 7. Thomas Kane, Jr., switchman, age 30, had ends of two fingers crushed, while coupling cars, at Weehawken, N. J.; caused by his having gloves on and getting them wet, and there being frost on the iron of the draw-heads; cars were being let down from D. and H. Co. Dock. No engine.

Erie, February 8. Samuel McCarrick, flagman, age 30, had one leg run over, just above ankle, at Greenwood, N. Y.; he was getting off train to flag, and car being slippery, he fell; leg was amputated. Train extra 10; D. King, conductor; J. Foster, engineer; engine 482.

Honesdale Branch, February 8. Lewis Broughton, brakeman, age 26, had third finger of his left hand badly jammed, coupling cars at Honesdale, Pa.; finger amputated. Train 40; G. D. Corwin, conductor; F. Orce, engineer; engine 64.

Erie, February 8. Hiram Layton, brakeman, age 23, had one finger of his right hand jammed, while coupling cars at Olean, N. Y. Train 37; O. W. Barker, conductor; A. N. Judd, engineer; engine 91.

Erie, February 8. Charles N. Allen, engineer, age 39, was slightly injured about head and face, by slipping and falling while climbing over tank of engine back to cab, after extinguishing a fire which was discovered in baggage car, near Phillips-ville, N. Y. Train 1; G. B. Wright, conductor; engine 223.

E. L. B., February 11. John Wagner, switchman, age 23, had his arm badly bruised, by getting his arm caught between the dead-woods, while coupling cars, at Black Rock, N. Y.; no bones broken. F. Maynard, engineer; engine 499.

Erie, February 12. Owen Loftus, flagman, age 24, had two fingers of his right hand crushed, coupling cars, at Deposit, N. Y.; fingers amputated. Train extra 36; P. Hogan, conductor; F. M. Cobb, engineer; engine 364.

Erie, February 12. William Wagner, fireman, age 22, was injured about back, by falling from tender of engine 155, in attempting to pull down spout of tank, to take water, at Andover, N. Y. Train 2d extra 35; H. C. Brown, conductor; H. H. Marston, engineer; engine 155.

N. R. R. of N. J., February 13. John Kalkotskie, age 25, was bruised about body, by being thrown from wagon; he was struck in attempting to drive across track in front of train 149, at Homestead, N. J.; proper signals were given. A. J. Kittle, conductor; J. P. Sullivan, engineer; engine 206.

Erie, February 13. Cornelius J. Collins, brakeman, age 38, had two fingers of his right hand badly pinched, coupling cars, at Elmira, N. Y.; amputated one finger at first joint. Train extra 32; T. A. Dodd, conductor; W. C. Thurston, engineer; engine 244.

P. and H. R., February 16. William W. Oliver, night yardmaster, at Bergen,

left arm badly bruised, coupling cars, at Bergen, N. J., in
y, conductor; L. N. Clark, engineer; engine 354.

Michael Donely, brakeman, age 36, was bruised about head,
while setting a brake near Summit, N. Y. A. Slade, con-
ductor; engine 318.

January 20. Jerry McCarthy, switchman, age 38, had his right
arm broken, coupling cars, at Bradford, Pa. J. Hamilton, engineer; engine 144.

Michael Mooney, brakeman, age 45, had his ankle sprained,
on top of caboose, while taking in bell rope, near Waverly,
while coupling cars, while setting a brake near Summit, N. Y. D. Haire,
conductor; engine 433.

January 23. George Willmeyer, age 12, was killed at Secaucus,
N. J., by train 9; he was picking up coal on track; it being very
dark, the engineer could see but a short distance, but sounded whistle as
train approached. W. M. Russell, conductor; B. Hafner, engineer; engine 313.

Charles Palmater, age 55, had his leg injured, and one fin-
ger broken, by being struck by train 1, at Deposit, N. Y.; he was
standing at a Wild Cat train passing, and did not see the approach
of the train. W. J. Van Wormer, conductor; C. Mygatt,
engineer; engine 433.

February 23. Edward T. Smith, brakeman, age 28, had his left
arm broken, while setting a brake, at Summit, N. Y. Wild
Cat train, conductor; A. Carlton, engineer; engine 467.

February 23. Cook Knickerbocker, age about 25, was instantly
killed by train 12, half-mile west of Wallace, N. Y. He saw the
train approaching, but was trying to see how long he could remain on track before train
arrived. Brown, conductor; V. Rogers, engineer; engine 403.

Erastus Fitch, age 70, was struck and slightly bruised, by
train 12, at Southport, N. Y.; he was walking on track, and stepped
off the track; whistle was sounded, but being deaf he did not hear
it. J. W. Babcock, engineer; engine 51.

February 24. Louis Saudal, age 20, had his right arm broken,
and was killed, by being struck by Wild Cat train (west), when near
Deposit, N. Y. He was catching a ride on train 12, and jumped off just before it
arrived; bell was ringing, and whistle was sounded. A. Showerman,
conductor; engine 493.

Charles Norton, brakeman, age 25, had one finger of right
arm broken, coupling cars to engine, at Canisteo, N. Y.; finger amputated at first
joint. M. Le Munyan, conductor; T. Lynch, engineer; engine 394.

Charles M. Smith, brakeman, age 21, had his right foot caught
between coupling cars, and quite severely bruised, at Carrolton, N. Y. Train
conductor; C. Sanborn, engineer; engine 13.

William Drake, conductor, age 26, was quite severely pinched
between bumpers, while coupling engine to car, at
Canisteo, N. Y.; H. Allen, engineer; engine 48.

George E. Space, brakeman, age 25, had both legs crushed by
train 12, and was run over, at Deposit, N. Y.; he was climbing ladder,
and falling and fell; both legs were amputated—the right just
above the knee, and the left at the ankle. P. Jeffries, conductor; H. Green, engineer;

Henry Schilling, age 40, was killed about one mile west of
Newark branch; he was walking on track, and paid no atten-

tion to signals given. Train 121; C. H. Ward, conductor; D. S. Kenyon, engineer; engine 286.

P. and H. R., March 1. Peter Henderson, age 58, had one foot run over, by being struck and knocked down by engine 415, on Pavonia avenue crossing, Jersey City, N. J.; leg was amputated. Engine handled by fireman E. Robinson.

Erie, March 4. Henry Mears, tramp, age 30, was fatally injured by being run over by engine 58, while walking on track near Port Jervis, N. Y.; he paid no attention to signals given. Engine was handled by fireman W. H. Knox; died March 6, 1878.

B., N. Y. and E., March 4. Thompson S. White, machinist (employed by company), age 40, had his right hand injured while handling engine 400 drivers in shop at Buffalo, N. Y.; one finger amputated.

Erie, March 5. James Gunn, switchman, age 35, had first finger broken off, thumb broken, and hand badly smashed, while coupling cars at Hornellsville, N. Y. E. Rose, engineer; engine 447.

R. and G. V., March 6. Daniel Perue (colored), passenger, age 30, had his left arm broken, and otherwise bruised, by falling from train 30, while intoxicated, at Fair Ground, N. Y. J. Barrows, conductor; G. Sargeant, engineer; engine 243.

P. and H. R., March 7. William Goodman, age 40, was found dead on track at Paterson, N. J.

Erie, March 8. William F. Briggs, brakeman, age 28, had his right hand badly pinched, while coupling cars, at Binghamton, N. Y.; no bones broken. Train 38; E. W. Muzzy, conductor; E. Haskins, engineer; engine 430.

P. and H. R., March 9. Joseph S. Green, brakeman, age 28, had his hand severely bruised, coupling cars, at Jersey City, N. J.; no bones broken. Train 49; L. Lake, conductor; D. Wilson, engineer; engine 387.

Erie, March 10. David Cowdrey, conductor, age 35, had his left hand jammed, coupling cars in train 2d extra 30, at Genesee, N. Y. D. Harty, engineer; engine 22.

Erie, March 12. Edward Kelly, age 24, had big toe on left foot crushed (no bones broken), in attempting to get on Wild Cat train west, while intoxicated, at Union, N. Y. C. B. Galatian, conductor; P. Young, engineer; engine 163.

P. and R., March 14. Martha Adams (child), age 2, was fatally injured at Paterson, N. J., by being struck by train 36. She was standing near the track, and when engine of train was but short distance, she started to run and ran directly in front of train; died same day. E. R. Dunn, conductor; S. L. Hoitt, engineer; engine 333.

Erie, March 15. James E. Arnold, brakeman, age 25, was slightly bruised about his back at Hornellsville, N. Y.; he was thrown from top of car, striking on his back. Train 3d extra 31; W. S. Green, conductor; E. Bryant, engineer; engine 460.

Erie, March 16. John T. Monroe, employed in car-shop at Elmira, N. Y., age 21, had his foot severely pinched (no bones broken) by getting caught between bumper and drawhead while climbing over between two freight cars in train 43, at Elmira, N. Y. N. A. Newton, conductor; C. Jurish, engineer; engine 470.

Erie, March 20. Henry J. Garey, brakeman, age 26, had his left leg run over; no bones broken, but a bad flesh wound; also two fingers of left hand badly bruised by falling from car in train 4th extra 31, at Addison, N. Y.; W. S. Green, conductor; A. Forbes, engineer; engine 462.

B., B. and P., March 21. John S. Barnes, conductor, age 32, had three fingers of left hand jammed, coupling cars at Carrollton, N. Y. Wild Cat train (B., B. and P. Branch); A. H. Slatt, engineer; engine 73.

B., N. Y. and E., March 21. John Yeager, carpenter (company's), age 33, had little finger of left hand badly bruised while grinding a chisel in shop at Buffalo, N. Y.

Erie, March 22. Edward Winn, age 19, was found dead on track near Oxford, N. Y.

March 22. Charles H. Gardner, brakeman, age 30, was killed by falling from the body; in attempting to pull the pin, he was caught, caused fracture of the right arm; Buffalo, N. Y. Wild Cat train; G. H. Davis, conductor; M. Callahan, F. H. Maynard, and M. G. Burton, engineers. Edwin S. Lewis, brakeman, age 21, had one finger crushed and lost by getting caught between the drawheads while coupling cars at Buffalo, N. Y.; finger amputated. Train extra 10; E. M. Stewart, conductor; engine 297.

March 22. Ezra P. Kinney, brakeman, age 37, had three fingers of left hand crushed while coupling cars at Addison, N. Y.; two fingers amputated. John J. Conner, conductor; T. Lynch, engineer; engine 394.

March 23. Frederick Breetz, Jr., age 11, was killed between cars at Buffalo, N. Y.; he was picking up coal on track, and, in attempting to get out, he did not quite clear train which was approaching. Train 37; O. A. James, engineer; engine 181.

March 23. John Rooney, age 35, was bruised about head and back, and fractured ribs, while on train 36, two miles west of Middletown, N. Y.; he was walking on the track and did not see train on account of smoke from train on other track. J. R. Dunn, conductor; R. F. Compton, engineer; engine 333.

March 26. George Ellingham, age 13, had one leg badly injured while attempting to climb on a train of empty coal dumps while in motion; fell, and fractured the leg; Newburgh, N. Y.; leg amputated. Wild Cat train; G. Dorr, engineer; engine 340.

March 26. George Pool, age about 35, was slightly bruised by being struck by a car at Paterson, N. J.; he had come from Newark to take this train. J. H. Seymour, conductor; S. Hammond, engineer; engine 384.

March 27. Emma Buttermann, age 10, was fatally injured at the Cawhickan Branch; she was under cars, picking up coal, and was run over; she was taken to St. Mary's Hospital, and died next a. m. T. Singler, engineer; engine 227.

March 27. Louis Weber, truck repairer, age 32, had his right arm injured while tearing down an old car at shop, Buffalo, N. Y.; first

March 28. James H. Crandell, age 24, had his left foot crushed in attempting to get out of extra 33; he fell and was run over at Summit, N. Y.; foot fractured. J. H. Rosencrans, conductor; C. Gilmore, engineer; engine 367.

March 28. William Hayes, brakeman, age 27, had ankle of his left foot dislocated while on top of car in train 2d extra 10, at Elmira, N. Y.; he was struck by a chain broke, allowing him to fall. B. F. Collins, conductor; engine 436.

March 28. George Parker, brakeman, age 21, was fatally injured while coupling cars at Buffalo, N. Y., by his foot getting caught; he was thrown down and killed. Train extra 10; N. Tittsworth, conductor; engine 357.

March 29. Simeon D. Rogers, brakeman, age 35, had his right arm injured while coupling cars at De Golia, Pa. Train 15; G. W. Hardenberg, engineer; engine 8.

March 29. Charles Hobbs, switchman, age 24, had his right hand injured while on a car at Hornellsville, N. Y.; two fingers amputated.

March 30. Michael Hart, laborer (company's), age 25, had left hand injured while on a barge at Jersey City, N. J., while moving a barge; he was passing

the line around a pile, when his hand was caught between barge and pile, and injured.

Erie, April 4. Levi Meccheau, age 28, had his left leg run over; in attempting to get on car in train 2d extra 43, to steal a ride, he slipped and fell at Carrollton, N. Y. W. Reynolds, conductor; H. W. Allen, engineer; engine 49.

P. and H. R., April 5. John Shaw, tramp, age unknown, had arm run over and crushed, at Jersey City, N. J.; he attempted to get into cars being switched, fell with arm across track. T. Brierton, engineer; engine 421.

B., B. and P., April 5. Arthur Neil, age 60, had three toes on right foot crushed, near Kendall, Pa., by being struck and run over by a flat car in a switching train; he was walking on track. J. H. Clark, engineer; engine 188.

Erie, April 7. Barney H. Ryan, switchman, age 28, had his right hand injured while coupling cars, at Hornellsville, N. Y.; first finger amputated. C. Hall, engineer; engine 137.

Erie, April 10. Jas. E. Bishop, brakeman, age 24, had two fingers badly jammed, while coupling cars, in train 3d extra 35, at Elmira, N. Y. T. A. Dodd, conductor; O. W. Moon, engineer; engine 431.

Erie, April 11. Patrick Flanagan, age 13, was instantly killed in attempting to jump from train extra 10, while in motion, fell and was run over, near Port Jervis, N. Y.; he was stealing a ride. J. Roloson, conductor; J. Van Dyke, engineer; engine 10.

P. and H. R., April 16. Patrick Connell, laborer (company's), age 45, had his foot crushed and bruised, by a piece of timber falling on his foot which he was helping to unload from car, at Jersey City, N. J.; caused by him holding on to it when told to let go.

Erie, April 18. Lizzie Simpson, tramp, age about 35, was killed while walking on track, two miles west of Goshen, N. Y.; she stepped from west to east-bound track, to get out of way of train going west, directly in front of train 6, before engineer could give any signals. R. M. Seymour, conductor; D. Wilson, engineer; engine 387.

Erie, April 20. Charles Drake, age 30, had second toe of his right foot injured, in attempting to get on engine 38, in Port Jervis yard, N. Y., while intoxicated; engine was in charge of hostler, J. Shermerhorn.

B., N. Y. and E., April 22. Margaret O'Neil, age about 50, was struck by train 12, and bruised about back, hips, and head, in attempting to cross track in front of train, at Buffalo, N. Y., in spite of warnings of the flagman. W. J. Jackman, conductor; F. W. Eastman, engineer; engine 66.

Jefferson Branch, April 28. John M. Prime, bridge carpenter, age 48, had three of his ribs fractured, by falling through trestle of bridge No. 1, on Jefferson Branch, near Brandt's, Pa.

P. and R., April 29. Henry Forrest, brakeman, age 27, was killed, by falling from train 10, near Hobokus, N. J. P. Whittaker, conductor; H. Williamson, engineer; engine 58.

Erie, April 29. Edward Montgomery, brakeman, age 40, was severely squeezed, near Cameron Mills, N. Y.; he was standing on forward end of car in train 38, when car struck a plank, which was across track, plank swung around, striking brakeman, knocking him off and falling on him, and wheel ran over end of plank, with this man under it. Train 38; E. M. Le Munyan, conductor; T. Lynch, engineer; engine 394.

P. and H. R., April 30. Stephen Leonard, age 13, was killed, on Henderson street crossing, Jersey City, N. J., in attempting to cross track in front of N. R. R. train 139; he ran directly in front of train. A. J. Kibble, conductor; J. H. Demarest, engineer; engine 3.

and L. Rice, fireman, age 26, in attempting to get on to engine 8, off turn-table, he slipped, and his left foot was crushed, at which time it was amputated. W. Gray, engineer.

May 5. George Hines, age about 50, was struck by train 12, breaking his left arm and bruising him about head; he was walking when engine struck him; proper signals were given. Conductor; C. R. Willor, engineer; engine 131.

Erick Daniels, age 11, in attempting to jump on Wild Cat west, was caught, fell under wheels, and right leg was run over; leg was amputated. S. McKay, conductor; J. Stickney, engineer; engine 433.

W. Wiesmore, brakeman, age 35, had first finger of right hand crushed, at Carrollton, N. Y.; finger amputated at second joint. Wild Cat, conductor; D. Harty, engineer; engine 22.

Coon, brakeman, age 30, was severely injured about body, being struck in chest, at Dayton, N. Y.; was poling out cars, at Dayton, N. Y.; G. Moore, engineer; engine 126.

Wood, engineer, age 39, had his right leg broken above the knee, by engine 84, of train extra 10, when it left track, near Port Jervis, by a piece of rail being placed in end of each switch rail. Port Jervis, N. Y.

Es Burk, laborer (company's), age 45, broke knee-cap of left leg, at Port Jervis, N. Y.

Truman, passenger, age about 22, was found on track at Port Jervis, Pa., with arm broken, and other bruises; said to be intoxicated, May 10th, while intoxicated.

Stevens, brakeman, age 37, had his left hand crushed, at Port Jervis, N. Y. Train 2d extra 10; A. Goss, conductor; A. J. Goss, engineer; engine 450.

May 15. Frank R. Cooper, extra conductor, age 26, had one leg crushed, while coupling engine 95 to cars, at Sparkill, N. Y.; engine 95; gravel train. A. T. Sarvent, engineer.

Alexander Biggart, age 50, was struck and killed by train 12, while walking beside track, and when train was short distance from track, her attention being called to a freight train passing in the opposite direction. Proper signals were given. G. H. Brown, conductor; H. S. Brown, engineer; engine 101.

Oree, brakeman, age 21, had thumb of left hand crushed, at Port Jervis, N. Y.; amputated at first joint; train 2d extra 35. B. Dean, engineer; engine 65.

May 17. George Kumro, laborer (not company's), age 35, had his head between the bumpers and badly bruised, in attempting to pull cars, which were pushed against them (cars were moved by hand); was caught between the bumpers, at Buffalo, N. Y.

May 22. William H. Jones, farmer, age 61, was found dead in a ditch, at Buffalo, N. Y.

D. Rickert, tramp, age about 18, had fingers of his left hand crushed, but no bones broken; he was stealing a ride, and in getting off train, caught between the bumpers, at Port Jervis, N. Y. Train extra 10; M. Dean, engineer; engine 271.

May 24. Charles Osborne, switchman, age 26, had first finger of right hand crushed, at Buffalo, N. Y.; finger amputated. H. Hack-
ack, engineer; engine 78.

B., N. Y. and E., May 26. George Burke, switchman, age 22, was instantly killed, at Buffalo, N. Y., in attempting to get on work train while in motion ; he was swung around under the wheels, and run over. O. P. Wolcott, head switchman, acting as conductor ; engine 114, William Vance, fireman in charge.

Erie, May 27. Del Ray Haner, laborer (company's), age 26, had his right hand crushed, coupling cars at freight house, at Binghamton, N. Y. ; two fingers amputated ; cars moved by hand.

Buffalo Branch, May 28. Lewis C. Stuby, brakeman, age 24, was severely bruised about head, by falling, in getting off with flag, two miles west of Linden, N. Y. Train 9 ; J. O. Prescott, conductor ; J. R. Ogden, engineer ; engine 427.

Erie, May 31. Frederick Schaffenberg, laborer (company's), age 40, jumped from train 19, near station at Pond Eddy, Pa., and broke his collar bone. J. D. Bodle, conductor ; C. Hulsizer, engineer ; engine 378.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) H. J. JEWETT, Receiver, etc
E. S. BOWEN, Gen. Superintendent.

(No. 63.)

ERIE INTERNATIONAL.

STATE OF NEW YORK, }
New York City and County, } ss.:

CHARLES G. BARBER, Treasurer of the Erie International Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) C. G. BARBER.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

EDSON D. HAMMOND, 43,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$50,000 00
Amount of stock subscribed.....	50,000 00
Total amount now paid in of capital stock.....	50,000 00

The road has been and is now operated as a branch line of the Erie Railway, connecting with the International Bridge, across the Niagara River. For a particular account of the operation thereof, the expenditures connected therewith, and the accidents occurring thereon, reference must be had to the reports, embracing the current fiscal year, made by the receiver of the Erie Railway Company, and by the New York, Lake Erie and Western Railroad Company.

COST OF ROAD AND EQUIPMENT.

\$282,516 55

CHARACTERISTICS OF ROAD.

.....	4.25 miles.
State.....	4.25 "
.....	4.25 "
this State.....	4.25 "
k, including sidings.....	2.11 "
rd, on main track.....	68 lbs.
f road from a point on the Suspension Bridge	
road to the International Bridge.....	4.25 miles.

EARNINGS, CASH RECEIPTS AND PAYMENTS.*

AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	New York City.
LOW.....	New York City.
AND.....	New York City.
.....	New York City.
.....	New York City.
CK.....	New York City.
UBH.....	New York City.
.....	Long Island City, N. Y.
.....	Elizabeth, N. J.
.....	Buffalo, N. Y.
.....	Buffalo, N. Y.
.....	Elmira, N. Y.

ETT..... President, New York City.

T..... Treasurer, New York City.

OUGH..... Secretary, New York City.

tended for this company should be addressed, A. R. Mac-
87 West street, New York City.

as caused the foregoing statements to be prepared by the
agents of this company, from the books and papers, and has
as practicable, and believes them to be correct.

(Signed) C. G. BARBER.

ck, Lake Erie and Western Railroad Company own this road. Its earn-
ing is charged in those of the main line.

State Engineer and Surveyor.

(No. 64.)

ERIE AND GENESEE VALLEY.

STATE OF NEW YORK, }
Livingston County. } ss.:

ANTHONY T. WOOD, Secretary and Treasurer of the Erie and Genesee Valley Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ANTHONY T. WOOD.

Subscribed and sworn to before me, }
 this 2d day of December, 1878. }

LUTHER GRANT,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$500,000 00
Amount of stock subscribed	151,800 00
Amount paid in, as by last report	144,900 00
Total amount now paid in of capital stock	144,900 00
Funded debt, as by last report	120,000 00
The amount now of funded debt	120,000 00
Total amount now of funded and floating debt	120,000 00
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment	\$191,302 00	\$191,302 00

This road is leased to the Erie Railroad Company.

CHARACTERISTICS OF ROAD.

Length of road	21 miles.
Length of road in this State	21 "
Length of road laid	12.25 "
Length of road laid in this State	12.25 "
Weight of rail, per yard, on main track	56 pounds.
Length of main line of road from Mount Morris to Burns	21 miles.

AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	West Sparta, Livingston Co., N. Y.
.....	Groveland, Livingston Co., N. Y.
.....	Groveland, Livingston Co., N. Y.
.....	West Sparta, Livingston Co., N. Y.
.....	President.
.....	Treasurer and Secretary.

ded for this company should be addressed, Dansville, Liv-

caused the foregoing statements to be prepared by the
ents of this company, from the books and records, and has
practicable, and believes them to be correct.

(Signed) ANTHONY T. WOOD, *Treasurer.*

(No. 65.)

FISHKILL AND NEWBURGH.

K. } ss. :

dent of the Fishkill and Newburgh Railroad Company, being
, that the statements in the annexed report, which has been
and thereof, are true and correct, according to the best of his
and belief.

(Signed) GRINNELL BURT.

s before me, }
ber, 1878. }

NATH. R. BRADNER,

Notary Public.

STOCK AND DEBTS.

arter.....	\$5,000,000 00
bed.....	10,000 00
st report.....	1,000 00
n of capital stock.....	1,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Engineering and general expenses	\$673 50	\$673 50

CHARACTERISTICS OF ROAD.

Length of main line of road from Fishkill to Newburgh.....	10 miles.
------------------------------------------------------------	-----------

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

HENRY G. STEBBINS	New York.
LEVI PARSONS	New York.
E. A. MATTHIESON	Cornwall, N. Y.
BENJAMIN F. DUNNING	New York.
DE WITT C. WHEELER	New York.
GILES W. HOTCHKISS	Binghamton, N. Y.
PETER WARD	Newburgh, N. Y.
JOHN SCHOONMAKER	Newburgh, N. Y.
OLIVER W. BARNES	Fishkill, N. Y.
W. STEWART ENO	Pine Plains, N. Y.
F. HARPER, JR.	New York.
CHARLES CALDWELL	Newburgh, N. Y.

GRINNEL BURT..... President.

E. A. MATTHIESON..... Treasurer.

CHARLES CALDWELL..... Secretary.

OLIVER W. BARNES..... Engineer.

Communications intended for this company should be addressed,
Warwick, Orange County, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GRINNELL BURT, *President.*

(No. 66.)

FLUSHING, NORTH SHORE AND CENTRAL.

STATE OF NEW YORK, }
Queens County, } ss.:

JOHANNES CARLSEN, Treasurer of the Flushing, North Shore and Central Railroad Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. CARLSEN.

Subscribed and sworn to before me, }
this 30th day of December, 1878. }

WM. A. TOWNSEND, 96,

Notary Public, New York County (certificate filed in Queens county).

STOCK AND DEBTS.

Charter	\$2,500,000 00
Subscribed	814,925 00
By last report.	814,925 00
And in of capital stock	814,925 00
By last report	3,155,182 86
Funded debt.	3,155,182 86
By last report.	1,341,772 51
Floating debt.	1,341,772 51
Funded and floating debt.	4,496,955 37
Rate of interest on funded debt.	7 per cent.

to the Long Island Railroad Company; and all matters touching maintenance of this road are included in its report. No report of the operations and maintenance.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Masonry, land damages ..	\$3,851,813 47	\$3,851,813 47
Laying iron.		
Stations, buildings and		
Sheds, machine shops, ma-		
Chairs, and snow plows....	825,277 52	825,277 52
Passenger cars.		
Freight cars.		
Engines.		
Land and equipment	\$4,677,090 99	\$4,677,090 99

CHARACTERISTICS OF ROAD.

Length of road	35.33 miles.
in State	35.33 "
in this State.	35.33 "
Track, including sidings	12.61 "
Owned by the company, laid.	17.80 "
Weight of rail, on main track.	60 to 64 lbs.
Buildings and shops	5
Freight dummies.	16
Passenger cars	20
Mail, and express cars.	2
Freight and emigrant passenger cars.	8
Freight cars	55
Passenger cars	
Length of road from Long Island City to Babylon	35.33 miles.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	}	\$85,347 62
From freight.....		
From other sources.....		

2d. RECEIPTS.

From rentals	\$78,733 17
From insurance	33 10
Total.....	\$78,766 27

3d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For interest.....	\$71,250 09
Sundry payments	7,483 08
Total.....	\$78,733 17

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

MORRIS FRANKLIN.....	Flushing, L. I.
JOHN W. LAWRENCE	Flushing, L. I.
ADOLPH POPPENHUSEN	College Point, L. I.
CHARLES KNOHLAUCH	New York City.
ISAAC SHEERWOOD.....	Manhasset, L. I.
HENRY CLEMENT.....	Flushing, L. I.
HERMAN FUNKE.....	College Point, L. I.
ELIZUR B. HINSDALE	Garden City, L. I.
JOHN D. LOCKE.....	Whitestone, L. I.
SAMUEL B. PARSONS.....	Flushing, L. I.
EDWARD E. SPRAGUE	Flushing, L. I.
FREDERIC A. POTTS.....	New York City.
CARL VIEBACH	New York City.

MORRIS FRANKLIN.....	President, Flushing, L. I.
J. CARLSEN.....	Treasurer, New York City.
E. B. HINSDALE	Secretary, New York City.

Communications intended for this company should be addressed, E. B. HINSDALE,
Long Island City, Queens county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) J. CARLSEN, *Treasurer.*

(No. 67.)

A, JOHNSTOWN AND GLOVERSVILLE.

ORK, } ss.

resident, and L. CATEN, acting Superintendent of operations of
and Gloversville Railroad Company, being severally sworn,
esses and says, that the statements in the annexed report, which
uch of them, at the end thereof, are true and correct, according
nowledge, information, and belief.

(Signed) W. J. HEACOCK,
L. CATEN.

a to before me, }
ember, 1878. }

E. N. SPRUCE,

ry Public, Fulton County, N. Y.

STOCK AND DEBTS.

Charter.....	\$300,000 00
scribed.....	300,000 00
last report.....	300,000 00
d in of capital stock.....	300,000 00
ast report.....	300,000 00
unded debt.....	300,000 00
ast report.....	46,328 89
loating debt.....	34,646 77
funded and floating debt.....	334,646 77
um, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry.....	\$199,643 15	\$199,643 15
.....	11,057 74	11,057 74
ding iron.....	112,885 51	112,885 51
ut stations, buildings and		
.....	26,950 71	26,960 71
, machine shops, machinery		
.....	4,203 21	4,203 21
and fences.....	88,216 18	88,216 18
res, and snow plows.....	49,299 48	49,299 48
ge cars.....	18,060 19	18,060 19
s.....	9,156 00	9,156 00
cies.....	13,028 15	13,028 15
and equipment.....	\$532,500 32	\$532,510 32

CHARACTERISTICS OF ROAD.

Length of road.....	10 miles.
Length of road in this State.....	10 "
Length of road laid	10 "
Length of road laid in this State.....	10 "
Length of double track, including sidings	1 "
Weight of rail, per yard, on main track.....	60 pounds.
Number of engine-houses and shops.....	1
Number of engines.....	5
Number of first-class passenger cars	4
Number of baggage, mail, and express cars	1
Number of freight cars, including coal cars.....	10
Length of main line of road from Fonda to Gloversville	10 miles

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	64,862
Number of miles run by freight trains.....	9,077
Number of passengers (all classes) carried in cars.....	147,525
Number of miles traveled by passengers, or number of passengers carried one mile.....	1,106,437
Number of tons, of 2,000 pounds, of freight carried in cars.....	39,590
Total movement of freight, or number of tons carried one mile.....	430,024
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	17
Rate of speed of same when in motion.....	20
Rate of speed of freight trains when in motion.....	12
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	65
Average weight, in tons, of freight trains, exclusive of freight.....	130

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	8,308
Of animals.....	1,546
Of vegetable food.....	1,484
Other agricultural products	1,742
Manufactures.....	6,429
Merchandise	6,441
Coal.....	12,568
Other articles.....	1,073
Total.....	39,590

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	4 to 4½ cents.
For first-class way passengers.....	4 to 5 "

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting the cost of iron	\$9,388 96	\$5,548 02	\$3,840 94
Cost of iron used in repairs	2,184 83	1,201 04	893 79
Repairs of buildings	436 70	218 35	218 35
Repairs of fences and gates	297 26	150 00	147 26
Taxes on real estate	8,160 80	1,425 00	1,735 80
Totals	\$15,468 57	\$8,632 41	\$6,836 16
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$5,769 40	\$4,111 08	\$1,658 32
Repairs of passenger and baggage cars.....	761 76	282 25	479 51
Repairs of freight cars.....			
Totals	\$6,531 16	\$4,393 33	\$2,137 83

EXPENSES—(Continued).

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
OPERATING THE ROAD.			
Office expenses, stationary, etc	\$651 30	\$325 00	\$326 30
Agents and clerks.....	6,688 89	3,567 41	3,121 48
Labor: loading and unloading freight	2,498 51	.....	2,498 51
Conductors, baggage and brakemen.....	4,208 94	3,009 26	1,289 68
Engineers and firemen, and watchmen.....	5,333 92	3,200 35	2,133 57
Fuel: cost and labor of preparing for use.....	7,764 58	4,658 75	3,105 83
Oil and waste for engines and tenders.....			
Oil and waste for freight cars	1,264 52	632 26	632 26
Oil and waste for passenger and baggage cars.....			
Loss and damage of goods and baggage.....			
Damage for injuries of persons.....	1,635 50	1,585 25	50 25
Damage to property, including damages by fire, and cattle killed on road.....	4,000 00	2,000 00	2,000 00
General superintendence.....	5,748 82	2,541 33	3,207 49
Contingencies.....			
Totals.....	\$39,884 98	\$21,519 61	\$18,365 37

RAILROAD REPORT.

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SUBDIVISION OF CONTINGENCIES.

R. R. Co. depot privileges at Fonda	\$3,894 56
.....	1,854 26
.....	<u>\$5,748 82</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
.....	\$15,468 57	\$8,632 41	\$6,836 16
.....	6,531 16	4,393 33	2,137 83
.....	39,884 98	21,519 61	18,365 37
.....	<u>\$61,884 71</u>	<u>\$34,545 35</u>	<u>\$27,339 36</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

.....	\$39,823 05
.....	47,683 27
.....	14,761 54
.....	<u>\$102,267 86</u>

.....	\$39,823 05
.....	47,683 27
.....	\$10,626 20
.....	2,139 67
.....	1,995 67
.....	<u>14,761 54</u>
.....	<u>\$102,267 86</u>

OTHER THAN FOR CONSTRUCTION.

.....	\$61,884 71
.....	24,565 36
.....	9,053 57
.....	6,764 22
.....	<u>\$102,267 86</u>
.....	<u>\$7,930 27</u>

of the Gloversville and Northville Railroad are included in the

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	\$251 30	\$325 00	\$326 90
Agents and clerks.....	6,688 89	3,567 41	3,121 48
Labor: loading and unloading freight.....	2,498 51	.....	2,498 51
Conductors, baggage and brakemen.....	4,298 94	3,009 26	1,289 68
Enginemen and firemen.....	5,333 92	3,200 35	2,133 57
Fuel: cost and labor of preparing for use.....	7,764 58	4,658 75	3,105 83
Oil and waste for engines and tenders.....	1,264 52	682 26	632 26
Oil and waste for freight cars .....	.....	.....	.....
Oil and waste for passenger and baggage cars.....	.....	.....	.....
Loss and damage of goods and baggage.....	1,635 50	1,585 25	50 25
Damage for injuries of persons.....	.....	.....	.....
Damage to property, including damages by fire, and cattle killed on road.....	4,000 00	2,000 00	2,000 00
General superintendence.....	5,748 82	2,541 33	3,207 49
Contingencies .....	.....	.....	.....
Totals.	\$39,884 98	\$21,519 61	\$18,365 37

SUBDIVISION OF CONTINGENCIES.

R. Co. depot privileges at Fonda	\$3,894 56
.....	1,854 26
.....	<u>\$5,748 82</u>

CAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
etc.	\$15,468 57	\$8,632 41	\$6,836 16
.....	6,531 16	4,393 33	2,137 83
.....	39,684 98	21,519 61	18,365 37
.....	<u>\$61,884 71</u>	<u>\$34,545 35</u>	<u>\$27,339 36</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

.....	\$39,823 05
.....	47,683 27
S	14,761 54
.....	<u>\$102,267 86</u>

.....	\$39,823 05
.....	47,683 27
.....	\$10,626 20
.....	2,139 67
.....	1,995 67
.....	<u>14,761 54</u>
.....	<u>\$102,267 86</u>

EXPENSES FOR CONSTRUCTION.

expenses	\$61,884 71
.....	24,565 36
surplus fund	9,053 57
R. R.	6,764 22
.....	<u>\$102,267 86</u>
of surplus fund	<u>\$7,930 27</u>

The Gloversville and Northville Railroad are included in the

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 6.....	1	....	....	....	....	....	1
September 24.....	1	....	1	....
Totals.....	1	....	....	1	....	1	1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

April 9. Miss Sheldon, injured; sprained her ankle in getting off train in motion, at Pine street, Gloversville, N. Y.

September 24. Justus Steenburgh, killed; intoxicated; was lying on track about three miles north of Fonda, and was run over by train.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

W. J. HEACOCK.....	Gloversville, N. Y.
A. JUDSON.....	Gloversville, N. Y.
J. McNAB.....	Gloversville, N. Y.
A. D. L. BAKER.....	Gloversville, N. Y.
L. CATEN.....	Gloversville, N. Y.
SIDNEY S. PLUMER.....	Gloversville, N. Y.
A. D. SIMMONS.....	Gloversville, N. Y.
DAVID A. WELLS.....	Johnstown, N. Y.
LEWIS VEGHTE.....	Johnstown, N. Y.
JOHN E. WELLS.....	Johnstown, N. Y.
MORTIMER WADE.....	Johnstown, N. Y.
DANIEL B. JUDSON.....	Kingsboro, N. Y.
GEO. F. MILLS.....	Fonda, N. Y.

W. J. HEACOCK..... President.

JOHN McNAB..... Treasurer.

L. CATEN..... Secretary and Superintendent.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

W. J. HEACOCK, *President.*

L. CATEN, *Superintendent.*

(No. 68.)

GARNERVILLE.

ORK. }
SS. :

ident and acting Superintendent of operations of the Garner-
ny, being sworn, deposes and says, that the statements in the
has been signed by him, at the end thereof, are true and cor-
best of his knowledge, information, and belief.

(Signed) JOHN TAYLOR.

to before me, }
ember, 1878. }

JAMES H. TAYLOR,

Justice of the Peace.

STOCK AND DEBTS.

Charter	\$55,000 00
scribed	55,000 00
last report	37,360 98
and in of capital stock	<u>37,360 98</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Masonry	\$19,283 30	\$19,283 30
.....	5,322 10	5,322 10
ing iron	9,587 38	9,587 38
and fences	1,384 80	1,384 80
ties	1,783 40	1,783 40
and equipment	<u>\$37,360 98</u>	<u>\$37,360 98</u>

CHARACTERISTICS OF ROAD.

.....	5 miles.
s State	5 "
.....	.91 "
n this State .....	.91 "
ck, including sidings .....	.12 "
ard, on main track	56 pounds.
of road from New Jersey and New York rail- ing Minerva creek, to tide-water on the Hud- lage of Haverstraw	<u>5 miles.</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.*

used by the New Jersey and New York Railway, and its earnings and
are included as a portion of their account. Repairs of track and taxes
ille Railroad Company.

State Engineer and Surveyor.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN TAYLOR.....	Haverstraw, N. Y.
JAMES G. SCOTT.....	Haverstraw, N. Y.
C. Y. WEMPLE.....	New York City.
JESTIN ARNOLD.....	Oneida, N. Y.
JOHN D. FOQUET.....	Fishkill, N. Y.
JAMES H. TAYLOR.....	Haverstraw, N. Y.
CHARLES C. BIRDSEYE.....	New York City.
J. J. LAWRENCE.....	New York City.
JAMES A. RICH.....	New York City.
OSCAR HUSAR.....	New York City.
ARTHUR THOMPSON.....	New York City.
H. C. DODGE.....	Montclair, N. J.
JOHN NELSON.....	Poughkeepsie, N. Y.

JOHN TAYLOR.....	President.
JOHN J. LAWRENCE.....	Treasurer.
C. C. BIRDSEYE.....	Secretary.
JOHN D. FOQUET.....	Engineer.
JOHN TAYLOR.....	Superintendent.

Communications intended for this company should be addressed, Garnerville Railroad Company, Garnerville, Rockland county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN TAYLOR, *President.*

(No. 69.)

GENEVA, HORNELLSVILLE AND PINE CREEK

STATE OF NEW YORK, }
Ontario County, } *ss.:*

EMORY B. POTTLE, President of the Geneva, Hornellsville and Pine Creek Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) EMORY B. POTTLE.

Subscribed and sworn to before me, }
 this 5th day of October, 1878. }

WILLIAM L. SPRAGUE,

Notary Public for Ontario County.

STOCK AND DEBTS.

arter	\$2,675,000 00
tribed	763,500 00
last report.	382,175 00
in of capital stock	382,175 00
ating debt	40,000 00
ended and floating debt	40,000 00

work done by this company since last report, and no part of
in operation.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
sonry	\$247,976 68	\$247,976 68
nd fences	37,419 62	37,419 62
es	55,263 57	55,263 57
and equipment.....	\$340,659 87	\$340,659 87

CHARACTERISTICS OF ROAD.

.....	122 miles.
State	88 "
road from Geneva, N. Y., to West Branch, Pa.,	122 "

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Geneva, N. Y.
.....	Geneva, N. Y.
.....	Geneva, N. Y.
.....	Rushville, N. Y.
.....	Naples, N. Y.
.....	Naples, N. Y.
.....	Wayland, N. Y.
E	Hornellsville, N. Y.
.....	Hornellsville, N. Y.
.....	Greenwood, N. Y.
.....	Westfield, Pa.
.....	Westfield, Pa.
.....	Condersport, Pa.
LE	President, Naples, N. Y.
SE	Treasurer, Hornellsville, N. Y.
.....	Secretary, Naples, N. Y.

ded for this company should be addressed, EMORY B. POTTLE,
N. Y.

ing caused the foregoing statements to be prepared by the
ts of this company, from the books and records, and having
s practicable, believes them to be correct.

(Signed) EMORY B. POTTLE, *President.*

(No. 70.)

GENEVA, ITHACA AND SAYRE.

STATE OF NEW YORK, }
Tioga County, } ss.:

ROBERT A. PACKER, and WM. STEVENSON, acting Superintendent of operations of the Geneva, Ithaca and Sayre Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

ROBERT A. PACKER,
WM. STEVENSON.

Subscribed and sworn to before me, }
this 25th day of November, 1878. }

F. E. LYFORD,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter*	} Preferred	\$850,000 00
	} Common	850,000 00
Amount of stock subscribed		850,000 00
Amount paid in, as by last report		850,000 00
Total amount now paid in of capital stock		850,000 00
Funded debt, as by last report		600,000 00
Total amount now of funded debt		600,000 00
Floating debt, as by last report		81,087 14
The amount now of floating debt		192,248 86
Total amount now of funded and floating debt		792,248 86
Average rate, per annum, of interest on funded debt		7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$1,321,545 84	\$1,330,914 24
For bridges		
Superstructure, including iron		
Passenger and freight stations, buildings and fixtures		
Engine and car houses, machine shops, machinery and fixtures		
Land, land damages, and fences	82,882 82	82,882 82
Locomotives and fixtures, and snow plows		
Passenger and baggage cars		
Freight and other cars	67,500 00	67,500 00
Total cost of road and equipment	\$1,471,928 66	\$1,481,297 06

* In the articles of association, this company was authorized to issue \$850,000 preferred, and \$850,000 common stock. None of the latter has yet been issued.

State Engineer and Surveyor.

CHARACTERISTICS OF ROAD.

.....	75 miles.
State	75 "
.....	75 "
in this State.....	75 "
....., including sidings.....	13.69 "
....., on main track	58 pounds.
..... houses and shops.....	2
.....	12
..... passenger cars	6
..... mail, and express cars.....	4
..... cars, including coal cars	216
..... cars.....	6
..... of road from State line to Geneva	75 miles.

THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

..... by passenger trains	109,769
..... by freight trains.....	111,028
..... by coal trains.....	107,243
..... (all classes) carried in cars	95,811½
..... reckoned by passengers, or number of passengers	1,764,415
..... 000 pounds, of freight carried in cars.....	118,193
..... 000 pounds, of coal carried in cars	383,659.40
..... weight, or number of tons carried one mile	6,737,011
..... weight, or number of tons carried one mile.....	15,694,599.83
..... adopted by ordinary passenger trains, including	22
..... when in motion.....	30.40
..... adopted by express trains, including stops	22.40
..... when in motion	30
..... adopted by freight trains, including stops.....	9
..... when in motion.....	13
..... ns, of passenger trains, exclusive of passengers	62
..... ns, of freight trains, exclusive of freight.....	160

AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

..... e forest.....	} 118,193.40
.....	
.....	
..... ducts	
.....	} 383,659
.....	
.....	501,852.40

FAR FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

..... passengers	3 cents.
..... ssengers.....	3 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.	\$67,890 98	\$12,263 06	\$55,627 92
Repairs of bridges.	3,792 91	758 58	3,034 33
Repairs of telegraph.	200 82	40 16	160 66
Cost of iron used in repairs.	31,575 80	6,315 16	25,260 64
Repairs of buildings.	1,628 83	325 77	1,303 06
Repairs of fences and gates.	741 17	148 23	592 94
Taxes on real estate.	7,320 96	1,464 19	5,856 77
Totals.	\$113,151 47	\$21,315 15	\$91,836 32
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$30,317 27	\$4,063 45	\$16,253 82
Repairs of passenger and baggage cars.	8,595 65	8,595 65	.....
Repairs of freight cars.	11,666 33	.....	11,666 33
Repairs of tools and machinery in shops.	390 41	60 08	240 33
Totals.	\$40,879 66	\$12,719 18	\$28,160 48

	transportation.	transportation.	transportation.
Office expenses, stationery, etc	\$2,465 65	\$669 91	\$1,796 74
Agents and clerks	26,405 76	8,351 41	18,054 35
Porters, watchmen, and switchtenders	1,120 96	224 19	896 77
Conductors, baggage and brakemen	57,102 88	10,385 23	46,717 65
Engine-men and firemen	22,400 00	6,480 00	25,920 00
Fuel: cost and labor of preparing for use	4,631 58	926 32	3,705 26
Oil and waste for engines and tenders			
Oil and waste for freight cars			
Oil and waste for passenger and baggage cars	263 92		263 92
Loss and damage of goods and baggage	148 90	29 64	118 56
Damage for injuries of persons	2,592 93	512 59	2,080 34
General superintendence			
Totals	\$127,102 88	\$27,579 29	\$99,523 59

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc	\$113,151 47	\$21,315 15	\$91,836 32
Repairs of machinery	40,879 66	12,719 18	28,160 48
Operating	127,102 88	27,579 29	99,523 59
Totals	\$281,134 01	\$61,613 62	\$219,520 39

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	\$48,102 21
From freight.....	209,109 55
From other sources.....	7,784 00
Total	\$264,995 76

2d. RECEIPTS.

From passengers	\$48,102 21
From freight.....	209,109 55
Express transportation.....	\$2,544 17
Mail transportation	4,954 83
Rent.....	285 00
Total	\$264,995 76

3d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For transportation expenses....	\$281,134 01
For interest	54,841 90
Total	\$335,975 91

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 20.....	1	....	1	....
September 1.....	1	....	....	....	1	....
Total.....	1	....	1	....	2	....

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

April 20. Joseph Scholer, a mute, while walking on a track in Ithaca yard, was struck by an irregular train, and instantly killed. Company exonerated from all blame.

September 1. James Ryan, brakeman, struck by overcrossing of N. Y., L. E. and W. R. R., near East Waverly, while standing on cars; instantly killed.

AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Mauch Chunk, Pa.
ER.....	Sayre, Pa.
ORNE.....	Philadelphia, Pa.
.....	Waverly, N. Y.
E.....	Bethlehem, Pa.
.....	New York City.
R.....	Mauch Chunk, Pa.
.....	Philadelphia, Pa.
.....	Ithaca, N. Y.
WIGG.....	Trumansburgh, N. Y.
UNCE.....	Geneva, N. Y.
N.....	Aurora, N. Y.
ON.....	Ithaca, N. Y.
PACKER.....	President, Sayre, Pa.
RTSHORNE.....	Treasurer, Philadelphia, Pa.
SHAWB.....	Secretary, Philadelphia, Pa.
AYRE.....	Engineer, Bethlehem, Pa.
VENSON.....	Superintendent, Ithaca, N. Y.

tended for this company should be addressed, Geneva, Ithaca
Company, 238 South Third street, Philadelphia, Pa.

have caused the foregoing statements to be prepared by the
agents of this Company, from the books and records, and have
as practicable, and believe them to be correct.

(Signed) ROBERT A. PACKER, *President.*
W. STEVENSON, *Superintendent.*

(No. 71.)

GENEVA AND LYONS.

YORK, }
County, } ss.:

z, Treasurer of the Geneva and Lyons Railroad Company, being
says, that the statements in the annexed report, which has been
e end thereof, are true and correct, according to the best of his
ion, and belief.

(Signed) C. C. CLARKE.

n to before me, }
ember, 1878. }

ISAAC P. CHAMBERS,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$300,000 00
Amount of stock subscribed.....	300,000 00
Total amount now paid in of capital stock.....	15,000 00
The amount now of floating debt*	307,225 61

The amount due the New York Central and Hudson River Railroad Company is for advances to construct the line, beyond the amount paid in on capital stock. No obligation for the amount has been issued to that company, nor has any interest been paid on the amount. That company has operated the line, using its own equipment therefor; but no formal lease has been executed, and that company will include in its own report the doings of the year in transportation, and total miles run.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry	\$58,285 46
For bridges	3,367 54
Superstructure, including iron.....	159,495 40
Passenger and freight stations, buildings and fixtures.....	44,436 58
Land, land damages, and fences.....	48,510 93
Engineering and agencies	8,129 70
Total cost of road and equipment.....	\$322,225 61

CHARACTERISTICS OF ROAD.

Length of road	14.12 miles.
Length of road in this State.....	14.12 "
Length of road laid.....	14.12 "
Length of road laid in this State.....	14.12 "
Length of double track, including sidings	7.70 "
Length of branches owned by the company, laid.....	2.79 "
Weight of rail, per yard, on main track (all steel).....	65 pounds.
Length of main line of road from intersection with the Auburn branch of New York Central and Hudson River Railroad, east of Geneva, to intersection with the main line of that railroad, west of Lyons..	14.12 miles.

* Due New York Central and Hudson River Railroad Company.

NAME AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

VANDERBILT	New York.
ERBILT	New York.
DERBILT	New York.
VANDERBILT	New York.
	New York.
ER	New York.
FEW	New York.
R	New York.
	New York.
ESTER	New York.
HER	Albany.
ST	Buffalo.
RE	Watkins.
VANDERBILT	President, New York.
CLARKE	Treasurer, New York.
WORCESTER	Secretary, New York.
FISHER	Engineer, Albany.

intended for this company should be addressed, Geneva and
pany, Grand Central Depot, New York City.

has caused the foregoing statements to be prepared by the agents of this company, from the books and records, and has far as practicable, and believes them to be correct.

(Signed) C. C. CLARKE, *Treasurer.*

(No. 72.)

GLENDAL AND EAST RIVER.

YORK, } 38. :

JOSEPH S. TREASURER, and ISAAC D. BARTON, acting Superintendent of the New York and East River Railroad Company, being severally sworn, depose and say, that the statements in the annexed report, which is a true and correct copy of the original, are true and correct, according to their knowledge, information, and belief.

(Signed) GILMAN S. MOULTON,
ISAAC D. BARTON.

rt to before me, }
 November, 1878. }

ALFRED C. CHAPIN,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$500,000 00
Amount of stock subscribed	97,100 00
Amount paid in, as by last report	7,460 00
Total amount now paid in of capital stock	7,460 00
Floating debt, as by last report	29,230 71
The amount now of floating debt	158,058 58
Total amount now of funded and floating debt	158,050 58

This road is leased to, and operated by, the New York and Manhattan Beach Railway Company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$8,345 57	\$17,092 73
Superstructure, including iron		89,496 88
Passenger and freight stations, buildings and fixtures		9,475 79
Engine and car houses, machine shops, machinery and fixtures		4,453 53
Land, land damages, and fences	17,973 68	80,491 75
Engineering and agencies	2,911 51	7,040 40
Total cost of road and equipment	\$29,230 71	\$158,050 58

CHARACTERISTICS OF ROAD.

Length of road	6 miles.
Length of road in this State	6 "
Length of road laid	2.70 "
Length of road laid in this State	2.70 "
Length of double track, including sidings	1.02 "
Weight of rail, per yard, on main track	40 pounds.
Number of engine-houses and shops	1
Length of main line of road from Greenpoint, Brooklyn, E. D., to Glendale	6 miles.

* EARNINGS, CASH RECEIPTS AND PAYMENTS.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

AUSTIN CORBIN	Brooklyn, N. Y.
GEORGE S. C. DOW	Brooklyn, N. Y.
D. C. CORBIN	Brooklyn, N. Y.
G. S. MOULTON	New York.
ISAAC D. BARTON	New York.
ALFRED C. CHAPIN	Brooklyn, N. Y.
FREDERICK W. DUNTON	Brooklyn, N. Y.

AUSTIN CORBIN	President, Brooklyn, N. Y.
G. S. MOULTON	Treasurer and Secretary, New York.
D. H. CARDOZO	Engineer, Brooklyn, N. Y.
I. D. BARTON	Superintendent, New York.

* NOTE.—This road is leased at the nominal rent of \$1.00 per annum.

State Engineer and Surveyor.

attended for this company should be addressed, Glendale and Company, No. 61 Broadway, New York.

have caused the foregoing statements to be prepared by the agents of this company, from the books and records, and have as practicable, and believe them to be correct.

(Signed) GILMAN S. MOULTON, *Treasurer*,
ISAAC D. BARTON, *Supt.*

(No. 73.)

GLENS FALLS.

ORK, }
y, }

President of the Glens Falls Railroad Company, being sworn, at the statements in the annexed report, which has been signed hereof, are true and correct, according to the best of his knowledge and belief.

(Signed) GEO. H. CRAMER.

n to before me, }
vember, 1878. }

J. H. HUNTINGTON,
Notary Public, Troy, N. Y.

STOCK AND DEBTS.

Charter	\$200,000 00
scribed	200,000 00
y last report	96,639 50
aid in of capital stock	96,639 50
last report	10,000 00
funded debt	10,000 00
funded and floating debt	10,000 00
num, of interest on funded debt	7 per cent.

was paid, all but \$10,000, as well as the floating debt, by the Saratoga Railroad Company, in accordance with the terms of the

d in perpetuity to the Rensselaer and Saratoga Railroad Company, assigned to the Delaware and Hudson Canal Company.

COST OF ROAD AND EQUIPMENT.*

supposed to be about \$250,000. We have no means to report the actual and are reported from the best information we have.

CHARACTERISTICS OF ROAD.

Length of road.....	5.76 miles.
Length of road in this State.....	5.76 "
Length of road laid	5.76 "
Length of road laid in this State.....	5.76 "
Length of main line of road from Fort Edward to Glens Falls.....	5.76 "

The Glens Falls Railroad, as soon as completed, without any rolling stock, was handed over to the Rensselaer and Saratoga Railroad, at one dollar rent, and its debts assumed by the Rensselaer and Saratoga Railroad. Necessarily receipts belong to the Rensselaer and Saratoga Railroad Company, as it was operated by it, and all its operations were merged into Rensselaer and Saratoga Railroad receipts, expenses, etc. The Rensselaer and Saratoga Railroad Company became entire owner of capital stock, being a purchase as well as a lease in perpetuity.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE H. CRAMER.....	Troy, N. Y.
J. M. WARREN.....	Troy, N. Y.
E. T. GALE	Troy, N. Y.
WM. H. HART	Troy, N. Y.
G. B. WARREN	Troy, N. Y.
H. C. LOCKWOOD	Troy, N. Y.
W. A. SHEPARD.....	Troy, N. Y.
C. W. TILLINGHAST.....	Troy, N. Y.
CHESTER GRISWOLD.....	Troy, N. Y.
I. V. BAKER.....	Comstock, N. Y.
IRA ALLEN	Fair Haven, Vt.

GEORGE H. CRAMER President.

Communications intended for this company should be addressed, GEO. H. CRAMER, President, No. 19 First street, Troy, Rensselaer county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GEO. H. CRAMER, *President.*

(No. 74.)

GLOVERSVILLE AND NORTHVILLE.

STATE OF NEW YORK, } ss.:
Fulton County, }

WILLARD J. HEACOCK, President, and LAWTON CATEN, acting Superintendent of operations of the Gloversville and Northville Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has

of them, at the end thereof, are true and correct, according to
edge, information, and belief.

(Signed) W. J. HEACOCK,
L. CATEN.

on to before me, }
November, 1878. }

R. N. SPENCER,
Notary Public, Fulton County, N. Y.

STOCK AND DEBTS.

Charter.....	\$300,000 00
scribed.....	100,800 00
y last report.....	95,964 75
ed in of capital stock.....	96,214 75
ast report.....	200,000 00
funded debt.....	200,000 00
ast report.....	36,297 09
loating debt.....	32,155 57
funded and floating debt.....	232,155 57
um, of interest on funded debt.....	7 per cent.

and Northville Railroad is leased to the Fonda, Johnstown and
Company. That company will include in their report the
d.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry.....	\$57,948 19	\$57,948 19
.....	2,902 43	2,902 43
ling iron.....	136,923 76	136,955 26
t stations, buildings and	11,112 45	11,255 66
s, machine shops, machin-		
and fences.....	56,499 99	56,900 85
acies.....	5,412 57	5,412 57
d and equipment.....	\$270,799 39	\$271,374 96

CHARACTERISTICS OF ROAD.

.....	16.17 miles.
State.....	16.17 "
.....	16.17 "
this State.....	16.17 "
ard, on main track.....	56 pounds.
ouses and shops.....	1
f road from Gloversville to Northville.....	16.17 miles.

EARNINGS, CASH RECEIPTS AND PAYMENTS.

1st. RECEIPTS.

Rental	\$6,764 22
--------------	------------

2d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest	\$883 65
For taxes	741 31
For floating debt	4,141 52
For cost of equipment	574 57
Balance	423 17
Total	\$6,764 22

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

W. J. HEACOCK	Gloversville, N. Y.
J. McNAB	Gloversville, N. Y.
A. JUDSON	Gloversville, N. Y.
D. B. JUDSON	Kingsboro, N. Y.
D. A. WELLS	Johnstown, N. Y.
L. VEGHTE	Johnstown, N. Y.
M. WADE	Johnstown, N. Y.
W. F. BARKER	Northville, N. Y.
H. J. RESSIGER	Northville, N. Y.
P. VAN VLECK	Northville, N. Y.
S. B. BENTON	Northville, N. Y.
W. JACKSON	Mayfield, N. Y.
R. G. OSTRANDER	Hope Falls, N. Y.

W. J. HEACOCK	President.
JOHN McNAB	Treasurer.
D. A. WELLS	Secretary.
L. CATEN	Engineer and Supt.

Communications intended for this company should be addressed, W. J. HEACOCK, Gloversville, Fulton County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) W. J. HEACOCK, *President.*
L. CATEN, *Supt.*

(No. 75.)

GOSHEN AND DECKERTOWN.

STATE OF NEW YORK, } ss.:
Orange County,

JAMES K. HOUSTON, President, and GEORGE W. MURRAY, Treasurer and Secretary of the Goshen and Deckertown Railway Company, being severally sworn, each for

and says that the statements in the annexed report, which has been
them, at the end thereof, are true and correct, according to the
re, information, and belief.

(Signed) JAMES K. HOUSTON,
G. W. MURRAY.

urn to before me, }
vember, 1878. }

CHARLES J. EVERETT,
Notary Public.

STOCK AND DEBTS.

Charter.....	\$360,000 00
scribed.....	150,000 00
ay last report.....	105,800 00
aid in of capital stock.....	105,800 00
last report.....	246,500 00
funded debt.....	246,500 00
funded and floating debt.....	246,500 00
num, of interest on funded debt.....	7 per cent.

ated by the New York, Lake Erie and Western Railway Com-
been paid two quarterly payments of \$4,375 each since the
Erie Railway Company. The Receiver of the Erie Railway
two quarterly payments of like amount—making a total yearly

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry.....	\$115,340 00	\$115,340 00
.....	4,150 00	4,150 00
ding iron.....	117,079 63	117,079 63
ght stations, buildings and	7,887 50	7,887 50
uses, machine shops, ma- es.....	1,000 00	1,000 00
and fences.....	37,610 00	37,610 00
ancies.....	8,633 62	8,633,62
and equipment.....	\$291,700 75	\$291,700 75

CHARACTERISTICS OF ROAD.

.....	14.77 miles.
is State.....	14.77 "
.....	11.64 "
in this State.....	11.64 "
ek, including sidings.....	.33 "
owned by the company, laid.....	1.00 "
ard, on main track.....	50 and 56 lbs.
of road from Goshen to New Jersey State line..	14.77 miles.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. RECEIPTS.

Rent received from receiver Erie Railway Company, and from the N. Y., Lake Erie and Western R. R. Co.....	\$17,500 00
Surplus fund.....	490 00
Total	\$17,990 00

2d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest.....	\$17,255 00
For dividends on stock—amount and rate per cent, five per cent on \$100,000	5,000 00
To payments to surplus fund.....	490 00
Total.....	\$22,745 00
Total amount of surplus fund.....	41 12

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JAMES K. HOUSTON	Florida, N. Y.
D. C. JAYNE	Florida, N. Y.
Z. W. VANDEROOF	Florida, N. Y.
WM. L. VAIL.....	Florida, N. Y.
STEWART YOUNG	Florida, N. Y.
SAMUEL E. GALE.....	Pine Island.
N. R. FRAGLES	Pine Island.
DANIEL BAILEY.....	Glenwood, N. J.
ROBERT YOUNG	Goshen, N. Y.
R. M. VAIL.....	Goshen, N. Y.
LEWIS WILCOX.....	Goshen, N. Y.
JOHN M. ARMSTRONG	Closter, N. J.
GEO. W. MURRAY.....	Goshen, N. Y.

JAMES K. HOUSTON President.

GEO. W. MURRAY Treasurer and Secretary.

Communications intended for this company should be addressed, JAMES K. HOUSTON, Florida, Orange county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) G. W. MURRAY, *Treasurer.*

(No. 76.)

GREENE.

ORE, } ss. :
resident, and W. G. OAKMAN, acting Superintendent of operations
and Company, being severally sworn, each for himself deposes
statements in the annexed report, which has been signed by each
thereof, are true and correct, according to the best of his knowl-
and belief.

(Signed) SAMUEL SLOAN,
W. G. OAKMAN.

n to before me, }
n, this 21st day }

LUDWIG R. MILLER,
Notary Public.

n to before me, }
n, this 15th day }

J. M. BUTLER,
ary Public, Oneida County, N. Y.

STOCK AND DEBTS.	
charter	\$200,000 00
sscribed	200,000 00
y last report	200,000 00
id in of capital stock	200,000 00
last report	200,000 00
funded debt	200,000 00
last report	85 50
loating debt	85 50
funded and floating debt	200,085 50
num, of interest on funded debt	7 per cent.

and to and operated by the Delaware, Lackawanna and Western

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$107,928 43	\$107,928 43
For bridges	45,236 49	45,236 49
Superstructure, including iron	101,115 08	101,115 08
Passenger and freight stations, buildings and fixtures	1,638 54	1,638 54
Engine and car houses, machine shops, machin- ery and fixtures		
Land, land damages, and fences	78,479 46	78,479 46
Locomotives and fixtures, and snow plows	28,500 00	28,500 00
Passenger and baggage cars	8,000 00	8,000 00
Freight and other cars	700 00	700 00
Engineering and agencies	28,487 50	28,487 50
Total cost of road and equipment.....	\$400,085 50	\$400,085 50

CHARACTERISTICS OF ROAD.

Length of road	8 miles.
Length of road in this State	8 "
Length of road laid	8 "
Length of road laid in this State	8 "
Length of double tracks, including sidings	1 "
Weight of rail, per yard, on main track	62 pounds.
Number of engines	2
Number of first-class passenger cars	1
Number of freight cars, including coal cars	1
Length of main line of road from Greene to Chenango Forks	8 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passengers trains	9,981
Number of miles run by freight trains	13,706
Number of passengers (all classes) carried in cars	37,261
Number of miles traveled by passengers, or number of passengers carried one mile	261,496
Number of tons of 2,000 pounds, of freight carried in cars	166,405
Total movement of freight, or number of tons carried one mile	1,326,696
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour)	24
Rate of speed of same when in motion	30
Average rate of speed adopted by express trains, including stops	24
Rate of speed of same when in motion	30
Average rate of speed adopted by freight trains, including stops	9
Rate of speed of same when in motion	14
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	95
Average weight, in tons, of freight trains, exclusive of freight	200

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	4,734
Of animals	3,355
Of vegetable food	12,123
Other agricultural products	2,355

RAILROAD REPORT.

239

.....	7,064
.....	4,240
.....	129,645
.....	2,889
.....	<hr/>
.....	166,405
	<hr/>

FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

high passengers	3 cents.
passengers.....	3 "
	<hr/>

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$3,392 80	\$1,130 90	\$2,261 90
Repairs of bridges	401 84	100 61	301 23
Repairs of telegraph	2 90	.....	2 90
Cost of iron used in repairs	1,770 00	690 00	1,180 00
Repairs of buildings	89 83	76 02	13 81
Repairs of fences and gates	23 66	23 66	.....
Taxes on real estate	1,671 34	.....	1,671 34
Totals	\$7,352 37	\$1,921 19	\$5,431 18
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$503 10	\$256 02	\$247 08
Repairs of passenger and baggage cars	427 20	427 20	.....
Repairs of freight cars	158 96	.....	158 96
Repairs of tools and machinery in shops	30 14	15 07	15 07
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	36 16	18 07	18 08
Totals	\$1,155 55	\$716 36	\$439 19

RAILROAD REPORT.

	Amount.	ALLOTTED TO	
		Passenger transportation,	Freight transportation.
Office expenses, stationery, etc.	\$146 00	\$48 70	\$97 30
Agents and clerks	1,230 80	410 25	820 55
Labor: loading and unloading freight ..	310 90	.....	310 90
Porters, watchmen, and switchtenders.	391 87	130 62	261 25
Wood and water station attendance	133 99	44 87	89 12
Conductors, baggage and brakemen	1,500 91	667 97	832 94
Engine-men and firemen	1,353 84	622 57	731 27
Fuel: cost and labor of preparing for use.	3,769 09	1,256 30	2,512 70
Oil and waste for engines and tenders	133 04	64 08	68 96
Oil and waste for freight cars	30 27	.....	30 27
Oil and waste for passenger and baggage cars.	40 78	40 78	.....
Loss and damage of goods and baggage	26 16	8 72	17 44
Damage for injuries of persons	854 99	284 70	570 29
Damage to property, including damages by fire and cattle killed on road.	38 08	12 70	25 38
General superintendence	144 11	48 03	96 08
Contingencies	4,662 59	1,554 19	3,108 40
Totals	\$14,767 33	\$5,194 48	\$9,572 85

SUBDIVISION OF CONTINGENCIES.

Use of cars	\$3,265 25
Expenses New York office	59 80
Terminal expenses, New York	437 94
Legal expenses	653 85
Sundries	245 69
Total	\$4,602 59

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.	\$7,352 37	\$1,921 19	\$5,431 18
Repairs of machinery	1,155 55	716 36	439 19
Operating	14,767 33	5,194 48	9,572 85
Totals	\$23,275 25	\$7,832 03	\$15,443 22

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	\$10,289 48
From freight	22,168 47
From other sources	3,257 20
Total	\$35,715 15

2d. RECEIPTS.

From passengers	\$10,289 48
From freight	22,168 47
Express	\$822 80
Mails	2,434 40
Total	\$35,715 15

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$23,275 25
For interest on stock and bonds, as per lease *	26,000 00
Total	\$49,275 25

ACCIDENTS.

	Injured.
January 5, 1878	1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1878.

January 5. Dwight Barnes, a boy, stealing a ride on a freight train, had his leg badly crushed between the bumpers.

* NOTE.—Dividend on stock, \$12,000 ; interest on bonds, \$14,000 ; guaranteed by the lessee
State Engineer and Surveyor.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ALL	Greene.
NARD	Greene.
LCH	Greene.
ENNINGHAM	Greene.
ON	Greene.
AND	Greene.
MOORE	Greene.
.....	Greene.
.....	Greene.
.....	New York City.
.....	New York City.
.....	New York City.
.....	New York City.
EDSALL	President, Greene.
ND	Treasurer and Secretary.
MAN	Superintendent.

intended for this company should be addressed, SAMUEL SLOAN,
26 Exchange place, New York city.

have caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and have
as practicable, and believe them to be correct.

(Signed) SAMUEL SLOAN, *Vice-President.*
W. G. OAKMAN, *Superintendent.*

(No. 77.)

GREENWICH AND JOHNSONVILLE.

YORK, }
city, } ss.:

ELL, Secretary and Treasurer, and HENRY H. WARNER, acting
operations of the Greenwich and Johnsonville Railroad Company,
rn, each for himself deposes and says, that the statements in the
ch has been signed by each of them, at the end thereof, are true
ng to the best of his knowledge, information, and belief.

(Signed) DANIEL W. MANDELL,
H. H. WARNER.

orn to before me, }
ovember, 1878. }

EDWIN WILMARTH,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$150,000 00
Amount of stock subscribed	132,650 00
Amount paid in, as by last report	130,898 00
Total amount now paid in of capital stock	130,898 00
Funded debt, as by last report	185,500 00
Total amount now of funded debt	185,550 00
Floating debt, as by last report	82,000 00
The amount now of floating debt	48,388 34
Total amount now of funded and floating debt	233,938 34
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$100,609 09	\$100,609 09
For bridges	28,264 79	28,264 79
Superstructure, including iron	132,385 74	132,385 74
Passenger and freight stations, buildings and fixtures	7,207 02	7,207 02
Engine and car houses, machine shops, machinery and fixtures	3,036 38	3,314 19
Land, land damages, and fences	33,669 75	33,669 75
Locomotives and fixtures, and snow plows	297 80	297 80
Engineering and agencies	8,473 20	8,473 20
Total cost of road and equipment	\$313,043 77	\$314,221 51

CHARACTERISTICS OF ROAD.

Length of road	14 miles.
Length of road in this State	14 "
Length of road laid	14 "
Length of road laid in this State	14 "
Length of double track, including sidings .....	.75 "
Weight of rail, per yard, on main track	50 pounds.
Number of engine-houses and shops	2
Length of main line of road from Greenwich to Johnsonville	14 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains*	17,528
Number of miles run by freight trains	
Number of passengers (all classes) carried in cars	14,794
Number of miles traveled by passengers, or number of passengers carried one mile	207,116
Number of tons, of 2,000 pounds, of freight carried in cars	10,677
Total movement of freight, or number of tons carried one mile	128,124

* Mixed trains.

ed adopted by ordinary passenger trains, includ- er hour)	32
me when in motion	28
tens, of freight trains, exclusive of freight	125

OUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

the forest.	145
.....	9
.....	3,094
products.	305
.....	1,254
.....	2,394
.....	2,235
.....	1,241
.....	10,677

E FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

igh passengers	4 3-14 cents.
passengers	5 5-14 "

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

d and railway, excepting cost of iron	\$5,812 96
.....	522 24
repairs	932 70
.....	277 74
nd gates	48 79
.....	505 69
.....	\$7,600 12

EXPENSES OF REPAIRS OF MACHINERY.

and tenders.	\$24 77
er and baggage cars	52 11
d machinery in shops	4 26
.....	\$81 14

EXPENSES OF OPERATING THE ROAD.

tionery, etc.	\$375 58
.....	1,395 42
d unloading freight	2,024 12
and switchtenders	
ation attendance	
re and brakemen	
emen	1,733 68
or of preparing for use	
gines and tenders	140 31
eight cars.	5 00
essenger and baggage cars	10 10
y, including damages by fire and cattle killed on	27 50
.....	842 50
.....	629 32
.....	\$7,183 53

SUBDIVISION OF CONTINGENCIES.

Insurance	\$527 00
Carrying mail	65 00
Incidentals	37 32
Total	<u>\$629 32</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc	\$7,600 12
Repairs of machinery	81 14
Operating	7,183 53
Total	<u>\$14,864 79</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	\$11,205 18
From freight	14,240 29
From other sources	1,594 12
Total	<u>\$27,039 59</u>

2d. RECEIPTS.

From passengers	\$11,205 18
From freight	14,240 29
Mail	\$622 12
Express	900 00
Rents	72 00
Total	<u>\$27,039 59</u>

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$14,864 79
For interest	8,580 75
Use of rolling stock	3,657 38
Total	<u>\$27,102 92</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM M. HOLMES	Greenwich.
ROBERT W. LOWBER	Greenwich.
HENRY L. MOWRY	Greenwich.
EDWIN ANDREWS	Greenwich.
WALDEN EDDY	Greenwich.
WM. L. COZZENS	Greenwich.
WHITESIDE HILL	Greenwich.
ABRAM REYNOLDS	Greenwich.
WM. D. ROBERTSON	Argyle.
ADAM COTTRELL	Easton.
ANDREW THOMPSON	Easton.
E. H. GIBSON	Greenwich.
ERASTUS D. CULVER	New York.

WM. M. HOLMES President.

D. W. MANDELL Treasurer, Secretary and Engineer.

H. H. WARNER Superintendent.

Communications intended for this company should be addressed, Greenwich, Washington county, N. Y.

have caused the foregoing statements to be prepared by the agents of this company, from the books and records, and have as far as practicable, and believe them to be correct.

(Signed) DANIEL W. MANDELL, *Sec'y and Treas.*
HENRY H. WARNER, *Superintendent.*

(No. 78.)

HARLEM EXTENSION,

LESSER.

NT, }
y, } ss.

President, and LOUIS F. ROOT, Treasurer of the Harlem Extension Coal Transportation Company, being severally sworn, each for and says, that the statements in the annexed report, which has of them, at the end thereof, are true and correct, according to ledge, information, and belief.

(Signed) R. C. ROOT,
L. F. ROOT.

n to before me, }
January, 1879. }

GEORGE F. GRAVES,
Notary Public.

STOCK AND DEBTS.

right in for bondholders. No organization as yet, and the operators not know anything about the above items of stock and debts.

COST OF ROAD AND EQUIPMENT.

.....	\$9,000 00
ending iron.....	500 00
ht stations, buildings and fixtures.....	250 00
, and fences.....	1,000 00
tures and snow plows.....	1,940 00
ad and equipment.....	\$12,690 00

1873, the Harlem Extension Railroad was consolidated with the New York and Boston Railway Company, under the name of the New York, Boston and Maine Company. A mortgage upon the Harlem Extension Railroad was foreclosed and the road is now in the hands of the trustee of the bondholders, and is operated for the benefit of the extension South Coal Transportation Company.

State Engineer and Surveyor.

HARLEM EXTENSION

CHARACTERISTICS OF ROAD.

Length of road.....	58 miles.
Length of road in this State	53 "
Length of road laid.....	58 "
Length of road laid in this State.....	53 "
Length of double track, including sidings	1 "
Weight of rail, per yard, on main track	56 pounds.
Number of engines.....	2
Number of first-class passenger cars.....	2
Number of baggage, mail, and express cars.....	1
Length of main line of road from Chatham Four Corners, N. Y., to Bennington, Vt.....	58 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	33,176
Number of miles run by freight trains.....	35,960
Number of passengers (all classes) carried in cars.....	28,076
Number of miles traveled by passengers, or number of passengers carried one mile	557,520
Number of tons, of 2,000 pounds, of freight carried in cars.....	41,910
Total movement of freight, or number of tons carried one mile	1,676,400
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	18
Rate of speed of same when in motion	25
Average rate of speed adopted by freight trains, including stops	12
Rate of speed of same when in motion	16

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	10,477
Manufactures	5,239
Merchandise	6,987
Coal	6,740
Other articles	13,497
Total	41,910

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	3 cents.
For first-class way.....	3 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron	\$12,345 84
Repairs of bridges	7,916 83
Repairs of buildings.....	96 40
Repairs of fences and gates	446 78
Taxes on real estate	1,415 00
Total	\$22,219 85

EXPENSES OF REPAIRS OF MACHINERY.

Repairs and hire of engines and tenders	\$9,233 17
Repairs of passenger and baggage cars.....	282 22
Total	\$9,515 39

EXPENSES OF OPERATING THE ROAD.

tionery, etc.....	\$4,328 14
.....	5,324 33
and switchtenders	728 87
e and brakemen	3,412 13
men	3,137 26
r of preparing for use.....	6,104 02
gines and tenders.....	568 01
goods and baggage.....	15 00
, including damages by fire and cattle killed on	633 65
.....	1,093 59
.....	1,560 68
.....	<u>\$27,705 68</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

ed, etc.....	\$22,219 85
Y.....	9,515 39
.....	27,705 68
.....	<u>\$59,440 92</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

S.....	\$11,122 99
.....	43,975 44
nces	3,424 59
.....	<u>\$58,523 02</u>
.....	<u>\$11,122 99</u>
.....	43,975 44
.....	\$2,661 59
.....	500 00
.....	263 00
.....	<u>3,424 59</u>
.....	<u>\$58,523 02</u>

EXPENSES IN EXCESS OF REVENUE THAN FOR CONSTRUCTION.

on expenses	\$59,440 92
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ACCIDENTS.

.....	Killed.
.....	1

Statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of the person, as follows:

Michael Guiltinan, brakeman, caught his foot in frog, when pulling the engine up, at Berlin station, and was instantly killed.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

R. C. ROOT.....	New York.
JOSEPH WOODWARD.....	New York.
JOHN HARPER BARNELL.....	New York.
SAMUEL CADY ROOT.....	New York.

R. C. ROOT.....	President, New York.
LOUIS F. ROOT.....	Treasurer, New York.
JOHN HARPER BARNELL.....	Secretary, New York.

Communications intended for this company should be addressed, R. C. Root, No. 57 Liberty street, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) R. C. ROOT, *President.*
L. F. ROOT, *Treasurer.*

(No. 79.)

HARLEM RIVER AND PORT CHESTER.

STATE OF NEW YORK, }
New York County, } ss.:

WM. A. BURROUGHS, Treasurer, and JOHN T. MOODY, acting Superintendent of operations of the Harlem River and Port Chester Railroad Company, being severally sworn, each for himself, deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WM. A. BURROUGHS.
JOHN T. MOODY.

Subscribed and sworn to before me, }
this 9th day of November, 1878. }

E. C. ROBINSON,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$1,000,000 00
Amount of stock subscribed.....	421,600 00
Amount paid in, as by last report.....	42,160 00
Total amount now paid in of capital stock.....	42,160 00
Funded debt, as by last report.....	2,000,000 00
Total amount now of funded debt.....	2,000,000 00
Floating debt, as by last report.....	479,483 21
The amount now of floating debt.....	479,483 21
Total amount now of funded and floating debt.....	2,479,483 21
Average rate, per annum, of interest on funded debt.....	6½ per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry	\$646,188 38	\$646,188 38
.....	296,157 91	296,157 91
cluding iron.....	422,440 96	422,440 96
ght stations, buildings and	51,544 36	51,544 36
es, machine shops, machinery	28,958 68	28,958 68
, and fences	594,662 86	594,662 86
encies	75,143 56	75,143 56
.....	11,653 51	11,653 51
rest, printing, etc.....	154,438 63	154,438 63
.....	240,454 36	240,454 36
nd and equipment	\$2,521,643 21	\$2,521,643 21

CHARACTERISTICS OF ROAD.

.....	21.00 miles.
is State	21.00 "
.....	11.8 "
in this State	11.8 "
ack, including sidings.....	16.66 "
yard, on main track	62 pounds.
houses and shops.....	1
of road from Harlem river to junction, N. Y.,	
R.....	11.8 miles.

er and Port Chester Railroad is leased to the New York, New
Railroad, and all its operations are included in the report of

EARNINGS, CASH RECEIPTS AND PAYMENTS.*

pays \$130,000 interest to the parties holding the H. R. and P. C. R. R.
is are guaranteed, principal and interest, by the former company. The
ack and pays no dividends. The floating debt is due to the lessee.

State Engineer and Surveyor.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILSON G. HUNT.....	New York.
A. R. VAN NEST.....	New York.
GEORGE N. MILLER.....	New York.
JOHN HUNTER.....	Westchester, N. Y.
W. D. BISHOP.....	Bridgeport, Conn.
NATH'L WHEELER.....	Bridgeport, Conn.
E. I. SANFORD.....	New Haven, Conn.
E. H. TROWBRIDGE.....	New Haven, Conn.
C. M. POND.....	Hartford, Conn.
E. M. REED.....	New Haven, Conn.
W. E. BARNETT.....	New Rochelle, N. Y.
G. B. CARHART.....	Brooklyn, N. Y.

WILSON G. HUNT.....	President.
WM. A. BURROUGHS.....	Treasurer.
W. E. BARNETT.....	Secretary.
JNO. T. MOODY.....	Superintendent.

Communications intended for this company should be addressed, W. E. BARNETT, Secretary H. R. and P. C. R. R., Grand Central Depot, New York City.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) WM. A. BURROUGHS, *Treasurer.*
JNO. T. MOODY, *Superintendent.*

(No. 80.)

HUDSON SUSPENSION BRIDGE AND NEW ENGLAND.

STATE OF NEW YORK, }
New York County, } ss.:

JOHN Q. HOYT, Vice-President of the Hudson Suspension Bridge and New England Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN Q. HOYT.

Subscribed and sworn to before me, }
this 14th day of January, 1879. }

ISAAC L. GENSLEY,

Notary Public, No. 72, New York County.

STOCK AND DEBTS.

by charter	\$10,000,000 00
subscribed	255,300 00
by last report	255,300 00
paid in of capital stock	255,300 00
by last report	127,804 34
floating debt	127,804 34
of funded and floating debt	127,804 34
annum, of interest on funded debt	7 per cent.

ROAD NOT CONSTRUCTED.

ue of road from the Erie Railway, at or near ecticut State line at North Salem	37 miles.
-----------------------------------------------------------------------------------------	-----------

S AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

Y	New York.
.....	New York.
.....	New York.
LL	New York.
TS	Brooklyn, L. I.
WELL	New York.
.....	Brooklyn, L. I.
SH	New York.
.....	New York.
S	Englewood, N. J.
.....	Wilmington, Del.
STEAD	Newark, N. J.
PUSEY	President.
TT	Vice-President.
PHERRYS	Treasurer.
ACBETH	Secretary.
REHLL	Engineer.

tended for this company should be addressed, Nos. 31 and 33
York city.

has caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and has
as practicable, and believes them to be correct.

(Signed) JOHN Q. HOYT, *Vice-President.*

(No. 81.)

ITHACA, AUBURN AND WESTERN.

STATE OF NEW YORK, }
City and County of New York, } ss.:

GEORGE W. FARLEE, Treasurer of the Ithaca, Auburn and Western Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE W. FARLEE.

Subscribed and sworn to before me, }
 this 12th day of November, 1878. }

E. P. DUTCHER,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$1,000,000 00
Amount of stock subscribed.....	970,000 00
Amount paid in, as by last report.....	970,000 00
Total amount now paid in of capital stock	970,000 00
Funded debt, as by last report	509,990 00
Total amount now of funded debt.....	517,090 00
Total amount now of funded and floating debt*.....	517,090 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment.....	\$1,480,090 00†	\$1,487,090 00†

CHARACTERISTICS OF ROAD.

Length of road	26.57 miles.
Length of road in this State	26.57 "
Length of road laid.....	26.57 "
Length of road laid in this State.....	26.57 "
Length of double track, including sidings.....	1.38 "
Weight of rail, per yard, on main track.....	56 pounds.
Length of main line of road from Ithaca to Auburn	36 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.†

(See report of Utica, Ithaca and Elmira Railroad Company.)

* \$498,090 are second mortgage income bonds for three years, or until 1880; and \$19,000 are first mortgage bonds at seven per cent, payable in June and December.

† In last printed report, second mortgage bonds reads interest bonds instead of income bonds. The latter is correct.

† Represents stock and bonds as follows:

Capital stock.....	\$970,000 00
Second mortgage income bonds.....	498,090 00
First mortgage income bonds.....	19,000 00
Total.....	\$1,487,090 00

† NOTE.—This road is used by the Utica, Ithaca and Elmira Railroad Company, without compensation, beyond keeping it in order.

State Engineer and Surveyor.

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	New York City.
.....	Middletown, N. Y.
.....	Philadelphia, Pa.
.....	New York City.
.....	Brooklyn, N. Y.
.....	New York City.
.....	New York City.
.....	New York City.
.....	Englewood, N. J.
.....	Brooklyn, N. Y.
.....	President.
.....	Treasurer.
.....	Secretary.

intended for this company should be addressed, FREDERICK T.
p. 20 Nassau street, New York city.

has caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and has
far as practicable, and believes them to be correct.

(Signed) GEO. W. FARLEE, *Treasurer.*

(No. 82.)

JERSEY CITY AND ALBANY.

JERSEY, }
city, } ss.:

, President, and DELOS E. CULVER, Manager of the Jersey City
y Company, being severally sworn, each for himself, deposes and
ments in the annexed report, which has been signed by each of
ereof, are true and correct, according to the best of his knowledge,
elief.

(Signed) CHARLES SIEDLER,
DELOS E. CULVER.

orn to before me, }
November, 1878, }

E. D. GILMORE,
Master in Chancery of New Jersey.

STOCK AND DEBTS.

y charter.....	\$5,000,000 00
bscribed	199,400 00
aid in of capital stock.....	199,400 00

This company was reorganized on the 14th of September, 1878. By the terms of the reorganization the stock of the company was fixed at \$5,000,000. A mortgage is authorized, under which bonds secured thereby may be issued as follows :

First mortgage preferred bonds	\$100,000
First mortgage income bonds.	500,000
First mortgage bonds	<u>4,000,000</u>

The proceeds of the first mortgage preferred bonds must be used to pay expenses of foreclosure, and complete the road to Haverstraw.

The first mortgage income bonds are to be issued in exchange for such Rockland Central Railroad Company, and Ridgefield Park Railroad Company first mortgage bonds, as shall have paid an assessment of one per cent previous to the time fixed by the reorganization committee.

Interest on the first mortgage preferred bonds, seven per cent in gold. These bonds are redeemable by the company at pleasure, by paying par and interest, and five per cent premium on the principal in gold, at any time within ten years.

The first mortgage income bonds will receive net earnings as interest after interest on the preferred mortgage bonds and expenses of operating, managing, and maintaining the road shall have been paid, not exceeding six per cent in any one year.

The first mortgage bonds receive six per cent interest in gold, but cannot be issued except at the rate of \$30,000 per mile of finished railroad over and above the first 25 miles of track laid.

None of the above classes of bonds have yet been issued ; but it is the intention of the company to immediately issue the \$100,000 of first mortgage preferred bonds, and the \$500,000 of first mortgage income bonds.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$314,423 94	.....
For bridges	10,967 63	.....
Superstructure, including iron.....	272,322 72	.....
Passenger and freight stations, buildings and fixtures	27,843 98	.....
Engine and car houses, machine shops, machinery and fixtures.....	7,735 38	.....
Land, land damages, and fences	39,601 07	.....
Engineering and agencies	66,998 61	.....
Total cost of road and equipment	\$739,893 33	\$699,400 00

The New Jersey portion of the Jersey City and Albany Railroad was sold June 22, 1877, at the Court House in Hackensack, Bergen County, N. J., to Delos E. Culver. Sale was confirmed by Circuit Court, February 26, 1878. Deed was made and delivered August 17, 1878.

The New York portion of the Jersey City and Albany Railroad was sold at the Court House, New City, Rockland County, N. Y., to Delos E. Culver, November 23, 1877. Deed was made November 23, 1877. Deed was actually delivered to Delos E. Culver, by the master, August 17, 1878.

CHARACTERISTICS OF ROAD.

.....	147 miles.
is State	123 "
.....	13 "
in this State.....	1 "
track, including sidings.....	5 "
ward, on main track	56 pounds.
of road from Jersey City to Albany	147 miles.

refer to the Receivers of the New Jersey Midland Railway

AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

R.....	Jersey City, N. J.
RY.....	Jersey City, N. J.
R.....	Jersey City, N. J.
.....	Newark, N. J.
ART.....	Paterson, N. J.
OTTS.....	Pittstown, N. J.
TON.....	New York City.
T.....	New York City.
NGER.....	New York City.
.....	New York City.
N.....	Blauveltville, N. Y.
S.....	Englewood, N. J.
ED.....	Norwalk, Ct.
LER.....	President, Jersey City, N. J.
POTTS.....	Treasurer, Pittstown, N. J.
VER.....	Secretary, Jersey City, N. J.
ER.....	Engineer, Jersey City, N. J.
ER.....	Manager, Jersey City, N. J.

tended for this company should be addressed, DELOS E. CULVER,
street, Jersey City, Hudson county, N. J.

have caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and have
as practicable, and believe them to be correct.

(Signed) CHARLES SIEDLER, *President.*
DELOS E. CULVER, *Manager and Secretary,*

(No. 83.)

JERSEY CITY AND ALBANY,

LESSEE.

RECEIVER'S OFFICE,
NEW JERSEY MIDLAND RAILWAY,
NEW YORK, Jan. 17, 1879. }

E. D. SMALLEY, Esq.,

Deputy State Engineer and Surveyor, Albany:

Sir—This road did not run a car or an engine on the Jersey City and Albany Railroad, within the State of New York, during the past two years, and consequently have nothing to report.

Respectfully,

J. W. McCULLOCH, Receiver.

(No. 84.)

JUNCTION.

STATE OF NEW YORK, }
New York City and County, } ss.:

WILLIAM H. VANDERBILT, President of the Junction Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. H. VANDERBILT.

Subscribed and sworn to before me, }
this 19th day of December, 1878. }

I. P. CHAMBERS,

Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$250,000 00
Amount of stock subscribed	250,000 00
Amount paid in, as by last report	214,600 00
Total amount now paid in of capital stock	214,600 00

The road of this company was leased to the New York Central and Hudson River Railroad Company on the 10th day of April, 1875. That company has used its own motive power and rolling stock in operating the road, and will include in its own report the doings in transportation, etc.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Masonry	\$41,922 04	\$41,922 04
.....	1,380 00	1,380 00
Laying all steel rails.....	91,642 86	91,642 86
and fences.....	79,665 10	79,665 10
Land and equipment	\$214,610 00	\$214,610 00

CHARACTERISTICS OF ROAD.

.....	8.50 miles.
s State.....	8.50 "
.....	7.67 "
n this State.....	7.67 "
ck, including sidings.....	8.91 "
ard, on main track (all steel).....	65 pounds.
f road from the main line of the New York Cen- River Railroad at East Buffalo to the Niagara ne railroad at the International bridge across ack Rock.....	8.50 miles.

AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	New York.
ULT.....	New York.
EBILT.....	New York.
ANDERBILT.....	New York.
.....	New York.
ES.....	New York.
.....	New York.
NEW.....	New York.
STER.....	Albany, N. Y.
N.....	Saratoga Springs, N. Y.
SUY.....	Rochester, N. Y.
ST.....	Buffalo, N. Y.
R.....	New York.
DERBILT.....	President.
ONCESTER.....	Secretary.

Orders for this company should be addressed, E. D. Worland Central Depot, New York.

has caused the foregoing statements to be prepared by the agents of this company, from the books and records, and has, as practicable, and believes them to be correct.

(Signed) W. H. VANDERBILT, *President.*

(No. 85.)

KINGS BRIDGE AND YONKERS.

STATE OF NEW YORK, }
New York County, } ss.:

SAMUEL CONOVER, acting Superintendent of operations of the Kings Bridge and Yonkers Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) SAMUEL CONOVER.

Subscribed and sworn to before me, }
 this 15th day of November, 1878. }

T. L. JONES,
Notary Public, No. 21.

STOCK AND DEBTS.

Capital stock, as by charter	\$250,000 00
Amount of stock subscribed	250,000 00
Amount paid in, as by last report	400 00
Total amount now paid in of capital stock	400 00

CHARACTERISTICS OF ROAD.

Length of road	4.50 miles.
Length of road laid in this State	4.50 "
Length of main line of road from Kings Bridge to Yonkers	4.50 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

NICHOLAS H. DECKER	New York City.
NICHOLAS F. PALMER, JR.	New York City.
M. M. CALEB	New York City.
JAS. W. QUINTARD	New York City.
THOS. L. RAYMOND	Orange, N. J.
GEORGE W. QUINTARD	New York City.
WALTER STANTON	New York City.
THOMAS C. CAMPBELL	New York City.
SAM'L G. COURTNEY	New York City.
ROBERT SCHELL	New York City.
SAMUEL CONOVER	New York City.
HENRY B. HARRISON	Saratoga Springs.
JOSEPH H. GOODWIN	Kings Bridge.

NICHOLAS H. DECKER..... President, 252 Fifth avenue, New York.

SAMUEL CONOVER..... Treasurer and Secretary, 165 W. 10th street, New York.

Communications intended for this company should be addressed, SAMUEL CONOVER, 165 West 10th street, New York.

igned has caused the foregoing statements to be prepared by the
s and agents of this company, from the books and records, and has
n as far as practicable, and believes them to be correct.

(Signed) SAM. CONOVER, *Secretary*.

(No. 86.)

KINGS COUNTY.

NEW YORK, }
County. } ss. :

ENGEMAN, President, and WILLIAM A. ENGEMAN, acting Superintendent
of the Kings County Railroad Company, being severally sworn, each
poses and says, that the statements in the annexed report, which has
by each of them, at the end thereof, are true and correct, according
his knowledge, information, and belief.

(Signed) GEORGE H. ENGEMAN,
WILLIAM A. ENGEMAN.

and sworn to before me, }
y of November, 1878. }

D. S. QUMBY, Jr.,
Notary Public, Kings County.

STOCK AND DEBTS.

as by charter	\$30,000 00
stock subscribed	30,000 00
now paid in of capital stock	3,000 00

CHARACTERISTICS OF ROAD.

l, about	3 miles.
l in this State, about	3 "
a line of road from Coney Island to Parkville, about..	3 miles.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM A. ENGEMAN	Coney Island.
GEORGE H. ENGEMAN	Coney Island.
HOWARD FITZPATRICK	Coney Island.
CHARLES SHERWOOD	Coney Island.
MICHAEL BIRMINGHAM	Coney Island.
JOHN BIRMINGHAM	Coney Island.
JOSEPH HOOK	Coney Island.
GERARD W. RYDER	Coney Island.
JOHN P. KEARNS	Coney Island.
WASHINGTON WILLIS	Gravesend.
BERRND BAAS	Gravesend.
JACOB WEISER	Coney Island.
A. H. BATTERSBY	Gravesend.

GEORGE H. ENGEMAN	President.
WILLIAM A. ENGEMAN	Treasurer.
WILLIAM H. STILLWELL	Secretary and Engineer.
WILLIAM A. ENGEMAN	Superintendent.

Communications intended for this company should be addressed, WILLIAM A. ENGEMAN, No. 327 Washington street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEORGE H. ENGEMAN,
WILLIAM A. ENGEMAN.

(No. 87.)

KINGS COUNTY CENTRAL.

STATE OF NEW YORK, }
Kings County, } ss.:

J. L. BERGEN, President, and ALBERT G. ROPES, acting Superintendent of the Kings County Central Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. L. BERGEN,
ALBERT G. ROPES.

Subscribed and sworn to before me, }
this 11th day of January, 1879. }

G. W. GOMBERS,
Notary Public, Kings County.

STOCK AND DEBTS.

.....	\$500,000 00
ubscribed.....	80,000 00
y last report	80,000 00
psid in of capital stock*.....	80,000 00
y last report	25,000 00
of funded debt.....	75,000 00
y last report	3,700 00
floating debt	7,000 00
of funded and floating debt.....	82,000 00
annum, of interest on funded debt.....	7 per cent.

ed by the New York, Bay Ridge and Jamaica Railroad Company,
e operations being reported in connection with and included in
d not yet completed.

COST OF ROAD AND EQUIPMENT.

s kept. Whole work was done by contractors, and agreed to be
onds. Not yet completed, and no full adjustment has been had.

CHARACTERISTICS OF ROAD.

.....	7.50 miles.
his State	7.50 "
.....	3.25 "
in this State.....	3.25 "
yard, on main track.....	40 pounds.
e of road from Prospect Park to Coney Island....	7.50 miles.

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Flatlands.
INT	Brooklyn.
LD.....	Brooklyn.
.....	Brooklyn.
AY	Brooklyn.
ES	Brooklyn.
.....	New York.
BERGEN	President, Flatbush.
ALINT	Treasurer and Secretary, New York.

have caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and have
as far as practicable, and believe them to be correct.

(Signed) J. L. BERGEN, *President.*
ALBERT G. ROPES, *Acting Supt.*

on account of work.
n to loans upon bonds and unsettled claims for right of way.
those held as collateral.

(No. 88.)

LAKE CHAMPLAIN AND MORIAH.

STATE OF NEW YORK, } ss.:
County, }

JOHN B. BRINSMADE, Treasurer, and E. B. HEDDING, acting Superintendent of operations of the Lake Champlain and Moriah Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. B. BRINSMADE,
E. B. HEDDING.

Subscribed and sworn to, by J. B. }
Brinsmade, before me, this 29th }
day of November, 1878.

D. R. HITCHCOCK,

*Notary Public for Rockland and New York Counties.*STATE OF NEW YORK, } ss.:
Essex County, }

Subscribed and sworn to before me, }
by said E. B. Hedding, this 16th }
day of November, 1878.

S. C. ATWELL,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in, as by last report.....	200,000 00
Total amount now paid in of capital stock.....	200,000 00
Funded debt, as by last report.....	104,000 00
Total amount now of funded debt.....	73,000 00
Floating debt, as by last report.....	214 58
Total amount now of funded and floating debt.....	73,000 00
Average rate, per annum, of interest on funded debt.....	7 per ct. gold.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$116,653 61	\$116,653 61
For bridges	23,058 86	23,058 86
Superstructure, including iron	78,935 69	78,935 69
Passenger and freight stations, buildings and fixtures	7,693 68	7,693 68
Engine and car houses, machine shops, machinery and fixtures.....	44,826 43	47,062 48
Land, land damages, and fences.....	30,662 32	31,122 11
Locomotives and fixtures, and snow plows	76,559 20	76,559 20
Passenger and baggage cars.....	1,540 34	1,540 34
Freight and other cars.....	66,677 72	73,561 47
Engineering and agencies.....	5,648 72	5,681 72
Total cost of road and equipment.....	\$452,256 57	\$461,869 16

ugh pass:

Porters,	.....
Conductors,	.....
Enginemen and	.....
Fuel: cost and lab.	.....
Oil and waste for engine	.....
Oil and waste for freight car	.....
Damage for injuries of persons	.....
Damage to property, including dail.	.....
General superintendence	.....
Contingencies	.....

Totals.....

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.	\$5,398 73	.....	\$5,398 73
Repairs of bridges.	1,966 17	.....	1,966 17
Cost of iron used in repairs.	847 23	.....	847 43
Repairs of buildings.	102 58	.....	102 58
Taxes on real estate.	2,130 39	.....	2,130 39
Totals.	\$10,445 80	.....	\$10,445 80
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$2,064 23	.....	\$2,064 23
Depreciation of engines and tenders.	520 54	.....	520 54
Repairs of freight cars.	1,400 67	.....	1,400 67
Repairs of tools and machinery in shops.	281 64	.....	281 64
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.	1,788 71	.....	1,788 71
Totals.	\$6,055 79	.....	\$6,055 79

RAILROAD REPORT.

267

OPERATING THE ROAD.	ALLOTTED TO	
	Amount.	Passenger transportation. Freight transportation.
Office expenses, stationery, etc.	\$133 11	\$133 11
Agents and clerks	2,155 72	2,155 72
Porters, watchmen, and switchtenders.	1,061 04	1,061 04
Conductors, baggage and brakemen.	4,530 97	4,530 97
Enginemen and firemen.	5,130 34	5,130 34
Fuel: cost and labor of preparing for use.	9,243 39	9,243 39
Oil and waste for engines and tenders.	856 62	856 62
Oil and waste for freight cars.	348 96	348 96
Damage for injuries of persons.	29 50	29 50
Damage to property, including damages by fire and cattle killed on road.	77 41	77 41
General superintendence.	1,631 72	1,631 72
Contingencies	454 07	454 07
Totals.	\$25,652 85	\$25,652 85

SUBDIVISION OF CONTINGENCIES.

Engineering.....	\$399 97
Telegraph line.....	54 10
Total.....	<u>\$454 07</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$10,445 30	.....	\$10,445 30
Repairs of machinery.....	6,055 79	.....	6,055 79
Operating.....	25,652 85	.....	25,652 85
Totals.....	<u>\$42,153 94</u>	.....	<u>\$42,153 94</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS.

From passengers.....	\$221 01
From freight.....	130,553 89
From other sources.....	49 14
Total.....	<u>\$130,824 04</u>

2D. RECEIPTS.

From passengers.....	\$221 01
From freight.....	130,553 89
Telegraph line.....	\$46 14
Material sold.....	3 00
Total.....	<u>\$130,824 04</u>

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$42,153 94
For interest.....	3,336 85
For dividends on stock—amount and rate per cent, 12 per cent..	24,000 00
To payments to surplus fund.....	18,946 81
Bonds redeemed.....	31,000 00
Bonds redeemed, premiums paid.....	2,294 39

Total..... \$121,731 99

Total amount of surplus fund..... \$82,591 62

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
March 21.....	1	.....	1
September 21.....	1	.....	.....	.....	1	.....
Totals.....	1	.....	.....	1	1	1

statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the person, as follows:

George Taylor, run over by ore train, on main line, at the shops in Port Henry; caused by jumping on the side of an ore car for a ride, and caught by wheel so that it had to be amputated.

Thomas Leahey, thrown from dumping car and run over, at Port Henry, in a few hours after the accident; accident arose from his

EMPLOYEES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

BRINSMADE.....	Port Henry.
HEWITT.....	New York.
.....	Poughkeepsie.
BRINSMADE.....	Brooklyn.
BRINSMADE.....	President, Port Henry.
BRINSMADE.....	Treasurer and Secretary, Brooklyn.
.....	Engineer, Port Henry.
HEWITT.....	Superintendent, Port Henry.

Intended for this company should be addressed, J. B. BRINSMADE, New York city, P. O. box 1,005.

I have caused the foregoing statements to be prepared by the agents of this company, from the books and records, and have signed them as far as practicable, and believe them to be correct.

(Signed) J. B. BRINSMADE, *Treasurer.*
E. B. HEDDING, *Superintendent.*

(No. 89.)

LAKE SHORE AND MICHIGAN SOUTHERN.

NEW YORK, } ss.:
County, }

Worcester, Treasurer, and CHARLES PAINE, acting Superintendent of Lake Shore and Michigan Southern Railroad Company, being sworn to by each of them at the end thereof, are true to the best of his knowledge, information, and belief.

(Signed) E. D. WORCESTER,
CHARLES PAINE.

Sworn to before me, }
December, 1878. }

D. W. PARDEE,

Notary Public, Kings County, certificate filed in New York county.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$50,000,000 00
Amount of stock subscribed.....	50,000,000 00
Amount paid in, as by last report.....	50,000,000 00
Total amount now paid in of capital stock.....	50,000,000 00
Funded debt, as by last report.....	35,000,000 00
Total amount now of funded debt.....	35,750,000 00
Total amount now of funded and floating debt.....	35,750,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction account.....	\$65,435,776 78	\$65,598,776 78
Equipment account.....	14,378,709 04	14,378,709 04
Total cost of road and equipment.....	\$79,814,485 82	\$79,977,485 82

INCREASE IN CONSTRUCTION.

Real estate purchased — Chicago, etc.....	\$84,000 00
New iron bridge — Toledo.....	79,000 00
Total.....	\$163,000 00

CHARACTERISTICS OF ROAD.

Length of road.....	540.37 miles.
Length of road in this State.....	69.50 "
Length of road laid.....	540.37 "
Length of road laid in this State.....	69.50 "
Length of double track, including sidings.....	698.09 "
Length of branches owned by the company, laid.....	324.23 "
Weight of rail, per yard, on main track.....	60 pounds.
Number of engine-houses and shops.....	30
Number of engines.....	405
Number of first-class passenger cars.....	144
Number of second-class and emigrant passenger cars.....	35
Number of baggage, mail, and express cars.....	57
Number of freight cars, including coal cars.....	10,066
Number of service cars.....	157
Length of main line of road from Buffalo, N. Y., to Chicago, Ill.....	540.37 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	2,341,605
Number of miles run by freight trains.....	6,294,004
Number of passengers (all classes) carried in cars.....	2,741,042
Number of miles traveled by passengers, or number of passengers carried one mile.....	133,973,120
Number of tons, of 2,000 pounds, of freight carried in cars.....	5,917,481
Total movement of freight, or number of tons carried one mile.....	1,283,118,977
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	25
Rate of speed of same when in motion.....	30
Average rate of speed adopted by express trains, including stops...	30

of same when in motion	36
speed adopted by freight trains, including stops....	10
of same when in motion	13
in tons, of passenger trains, exclusive of passengers	175
in tons, of freight trains, exclusive of freight.....	425

AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

of the forest	466,855
.....	515,748
.....	1,714,886
al products,	178,428
.....	389,495
.....	374,727
.....	694,925
.....	558,960
.....	1,023,457
.....	85,917,481

FARE FOR PASSENGERS, CHANGED FOR THE RESPECTIVE CLASSES, PER
MILE, AS FOLLOWS:

rough passengers.	2.6 cents.
ay passengers.	3 "
through passengers	2 "
way passengers	2 "
rough passengers .....	.89 "
y passengers	1 "
.....	24 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$977,825 48	\$283,569 38	\$694,256 10
Repairs of bridges	164,742 62	47,775 85	116,967 27
Repairs of telegraph	16,447 72	4,769 84	11,677 88
Cost of iron used in repairs	444,409 01	128,878 61	315,530 40
Repairs of buildings	166,561 39	48,302 80	118,258 59
Repairs of fences and gates	19,621 96	5,690 36	13,931 60
Taxes on real estate	480,974 14	139,482 50	341,491 64
Totals	\$2,270,582 32	\$658,468 84	\$1,612,113 48
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$518,436 15	\$150,346 48	\$368,089 67
Repairs of passenger and baggage cars	681,329 51	26,900 00	654,429 51
Repairs of freight cars			
Totals	\$1,199,765 66	\$177,256 48	\$1,022,519 18

	Passenger transportation.	Freight transportation.
Office, train and station supplies	\$42,233 36	\$103,398 93
Agents and clerks		
Labor: loading and unloading freight.....		
Porters, watchmen, flagmen and switchtenders.....	467,863 90	1,145,459 89
Wood, coal and water station attendance.....		
Conductors, baggage and brakemen.....	158,262 84	387,471 10
Enginemen and firemen.....	180,188 09	444,598 45
Fuel: cost and labor of preparing for use.....	263,694 48	660,286 47
Oil and waste for engines and tenders.....		
Oil and waste for freight cars.....	31,287 00	76,599 23
Oil and waste for passenger and baggage cars.....		
Loss and damage of goods and baggage.....	8,565 76	20,979 74
Damage for injuries of persons except the Astabula accident.....	9,668 72	23,671 68
Damage to property, including damages by fire and cattle killed on road.....	2,889 19	7,073 55
General superintendence, and clerks and all general officers	64,979 41	158,108 21
Contingencies	157,792 95	597,713 29
Totals.....	\$1,303,025 70	\$3,625,353 54

SUBDIVISION OF CONTINGENCIES.

Contingencies	\$9,123 72
Gas-light account.....	27,030 02
Law expenses	51,557 35
New York offices	16,380 43
Rents payable.....	71,496 25
Outside agencies and advertising	213,744 98
Hire of cars balance	366,173 48
Total	\$755,506 24

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$2,270,582 32	\$658,468 84	\$1,612,113 48
Repairs of machinery	1,199,765 66	177,246 48	1,022,519 18
Operating.....	5,018,379 24	1,393,025 70	3,625,353 54
Totals.	\$8,488,727 22	\$2,228,741 02	\$6,259,986 20

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$3,120,325 72
From freight.....	9,959,025 08
From other sources.....	877,820 64
Total	\$13,957,171 47

2d. RECEIPTS.

From passengers.....	\$3,120,325 72
From freight.....	9,959,025 08
Express.....	\$264,474 00
Mails	499,310 79
Rents	55,191 31
All other sources	58,844 54
	877,820 64
Total	\$13,957,171 47

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1877.

October 19. E. Palmer, brakeman, squeezed through chest, coupling cars near Farnham.

October 29. L. N. Fairbanks, fireman, arm scalded while oiling engine at Buffalo.

November 5. Martin Stafford, employe, injured his knee on a stone at Erie, and caught cold in it.

November 6. Thomas Button, struck by train while crossing track at Dunkirk ; leg shattered.

November 17. John Demaske, Buffalo, laborer, killed while crossing track.

November 17. Louis Teggetz, laborer, struck by train and killed while crossing track at Buffalo.

December 17. G. Ahnest, peddler, struck by train while crossing track at Buffalo, and killed.

December 21. Jas. Lahan, Dunkirk School, by stealing a ride, head slightly cut.

1878.

January 1. George Rightenburgh, Buffalo, struck by train while walking on track, and killed.

January 2. P. Kelman, cabinetmaker, Buffalo, leg broken while climbing over the bumpers of a freight train.

January 3. F. J. Barlow, passenger, near Dunkirk, fell from train and killed while standing on platform.

January 13. Patrick Fitzgerald, switchman, Dunkirk, struck by train ; bruised.

March 5. Michael Connell, brakeman, Buffalo, lost three fingers, coupling cars.

March 13. Wm. Ferguson, Buffalo, brakeman, badly squeezed, coupling cars.

March 17. Philip Stall, near Moran's Station, walking on track ; foot crushed and right arm broken.

April 2. Jacob Smith, Buffalo, stealing a ride at Buffalo ; fell from train and killed.

April 11. Patrick McEwen, boy, stealing a ride at Dunkirk ; bad scalp wound

May 28. Dennis Loughlin, Buffalo, picking up coal from cars ; was knocked and killed.

June 5. S. W. Rose, trespasser, walking on track near Irving ; killed.

July 14. Patrick Delaney, boy, stealing a ride at Buffalo ; killed.

July 20. Moses Conjocherty, Irving Station, walking on track ; struck by train ; leg broken.

July 25. Mrs. D. B. Ellis, passenger, stone thrown through window by an unknown person ; gash cut on top of her head.

August 9. John P. Murphy, State Line, brakeman, jumped from train ; leg broken.

August 9. Edwin Hinkley, engineer, State Line, jumped from his engine ; badly bruised.

August 14. N. P. Shaw, engineer, Dunkirk, fell from his engine and broke his arm.

August 26. Emil Beyer, boy, stealing a ride at Buffalo ; killed.

September 7. E. W. Fellows, Dunkirk, walking on track ; struck by train ; bruised.

September 8. Thomas Regan, Buffalo, stealing a ride ; killed.

September 11. W. H. Robinson, Westfield, stealing a ride ; killed.

September 13. John Connell, Buffalo, warehouseman, nose broken, unloading a safe.

Besides the above there occurred fifteen other minor injuries, caused by carelessness in coupling cars and jumping from trains.

AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

VANDERBILT	New York.
VANDERBILT	New York.
VANDERBILT	New York.
L	New York.
.....	New York.
ERMAN	New York.
ER	New York.
SE	Cleveland.
.....	Cleveland.
TT	Erie.
ED	Erie.
.....	Warren, Pa.
.....	Chicago, Ill.

VANDERBILT	President, New York.
WORCESTER	{ Treasurer and Secretary, Room 47 Grand Central Depot, New York.
.....	Engineer, Cleveland.
TYNE	Superintendent, Cleveland.

intended for this company should be addressed, EDWIN D.
er, Room 47, Grand Central Depot, New York.

have caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and have
as practicable, and believe them to be correct.

E. D. WORCESTER, *Treasurer.*

CHARLES PAINE, *Superintendent.*

(No. 90.)

LAWRENCEVILLE AND ERIE.

FORK, ss. :

, President of operations of the Lawrenceville and Erie Railroad
orn, deposes and says, that the statements in the annexed re-
signed by him, at the end thereof, are true and correct, ac-
of his knowledge, information, and belief.

(Signed) J. F. RUSLING.

orn to before me, }
ember, 1878. }

ELAM WATSON,

Justice of the Peace.

LOCKPORT AND BUFFALO

STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	10,000 00
Amount paid in, as by last report.....	1,000 00
Total amount now paid in of capital stock.....	1,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Engineering and agencies	\$1,000 00	\$1,000 00

CHARACTERISTICS OF ROAD.

Length of road	10 miles.
Length of road in this State	9 "

NAMES AND RESIDENCES OR OFFICES OF THE COMPANY.

Directors.

JOSEPH F. RUSLING.....	Lawrenceville, Pa.
J. FOSTER PARKHURST	Bath, N. Y.
GEORGE M. DIVEN	Elmira, N. Y.
CHARLES L. McALPINE.....	Elmira, N. Y.
CHAUNCEY M. BEADLE.....	Elmira, N. Y.
JAMES A. TOWNER	Elmira, N. Y.
EDWARD B. YOUNG.....	Elmira, N. Y.
GRIFFIN D. PALMER.....	Elmira, N. Y.
ORESMUS M. WIXON	Elmira, N. Y.
THOMAS S. LOSIE.....	Elmira, N. Y.
MALCOLM M. COMSTOCK.....	Elmira, N. Y.
HECTOR L. MILLER.....	Elmira, N. Y.

JOSEPH F. RUSLING.....	President.
GEO. M. DIVEN.....	Treasurer.
CHAUNCEY M. BEADLE.....	Secretary.
CHARLES L. McALPINE.....	Engineer.

Communications intended for this company should be addressed, J. F. RUSLING, Lawrenceville, Tioga county, Pa.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. F. RUSLING, *President.*

(No. 91.)

LOCKPORT AND BUFFALO.

STATE OF NEW YORK, }
Niagara County, } ss.:

THOMAS T. FLAGLER, President of the Lockport and Buffalo Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has

at the end thereof, are true and correct, according to the best information, and belief.

(Signed) T. T. FLAGLER.

born to before me, }
November, 1878. }

E. C. HART, Notary Public.

STOCK AND DEBTS.

.....	\$200,000 00
described.....	200,000 00
by last report.....	103,460 00
paid in of capital stock.....	104,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
.....	\$13,547 81	\$13,647 81
ts, crossings, etc.....	10,136 94	10,259 31
uding iron.....	13,396 11	13,617 30
s, and fences.....	66,646 70	68,211 45
.....	4,219 52	4,443 02
.....	2,976 08	4,420 90
and and equipment.....	\$110,923 16	\$114,599 79

CHARACTERISTICS OF ROAD.

.....	13.18 miles.
his State.....	13.18 "
of road from city of Lockport to Niagara river	
. Y.	13.18 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GLER.....	Lockport.
LETCHER.....	Lockport.
.....	Lockport.
D.....	Lockport.
.....	Tonawanda.
Jr.....	Lockport.
ENTER.....	Lockport.
.....	Lockport.
N.....	Lockport.
FOGLE.....	Lockport.
CK.....	Lockport.
.....	Lockport.
ER.....	Lockport.
FLAGLER.....	President, Lockport.
.....	Treasurer, Lockport.
WARD.....	Secretary, Lockport.
.....	Engineer, Lockport.

Communications intended for this company should be addressed, J. A. WARD, Secretary, No. 91 Main street, Lockport, Niagara county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) T. T. FLAGLER, *President.*

(No. 92.)

LONG ISLAND.

STATE OF NEW YORK, }
Queens County, } ss.:

THOS. R. SHARP, President and Receiver, and S. SPENCER, acting Superintendent of operations of the Long Island Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOS. R. SHARP,
S. SPENCER.

Subscribed and sworn to before me, }
this 30th day of December, 1878. }

WM. S. TOWNSEND (96),

Notary Public, N. Y. Co. (certificate filed in Queens Co.).

STOCKS AND DEBTS.

Capital stock, as by charter.....	\$3,300,000 00
Amount of stock subscribed.....	3,260,600 00
Amount paid in, as by last report.....	3,260,600 00
Total amount now paid in of capital stock.....	3,260,000 00
Funded debt, as by last report.....	1,853,850 00
Total amount now of funded debt.....	1,881,750 00
Floating debt, as by last report.....	952,367 31
The amount now of floating debt.....	1,157,860 70
Total amount now of funded and floating debt.....	3,039,610 70
Average rate, per annum, of interest on funded debt.....	7 per cent.

Seventy-six thousand five hundred dollars Atlantic avenue certificates, included in the funded debt of \$1,881,750, are held as collateral security for a portion of the floating debt.

On October 23, 1877, the receiver was appointed, and took possession of the property October 26th, and, as near as can be ascertained, the floating debt of the company at that date was \$1,103,309.91, exclusive of interest on the same. Since the appointment of the receiver there has been a large expenditure, made by order of the court, for the payment of real estate mortgages, additional rolling stock, opening Front street, and alteration of depot at Hunter's Point and depot at Bushwick. To

for the Brighton Beach business, a track was constructed, con-
land railroad with the Brooklyn and Jamaica railroad at Berlin.
additiona gates were required and constructed, and at Flatbush
sary to acquire more real estate and extend the depot facilities
moderate the increased business at that point.

of \$1,157,860.70 is subject to a credit of \$25,728.57, due by the
Company October 26, 1877.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry	\$4,886,638 38	\$4,841,852 59
, and fencing		
encies		
nding iron		
ght stations, buildings and		
ouses, machine shops, ma-	103,066 50	105,426 10
es.	552,418 88	608,644 15
tures, and snow plows		
rage cars		
s and opening streets.	17,103 62	23,914 57
rovements, including cost of	524,445 49	580,222 02
ack and equipment	\$6,033,672 87	\$6,160,059 43

CHARACTERISTICS OF ROAD.

.....	94.882 miles.
this State	94.882 "
.....	94.882 "
in this State	94.882 "
rack, including sidings	13.289 "
owned and leased by the company, laid	229 "
rack laid on same	49.621 "
yard, on main track.	{ 50, 52, 56, 60 and 62 lbs.
houses and shops	11
.....	65
sa passenger cars	109
class and emigrant passenger cars	43
e, mail, and express cars	16
cars, including coal cars	377
cars	4
e of road from Long Island City to Greenport	94.882 miles.

ment includes that of leased lines.

THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

in by passenger trains	1,412,505
in by freight trains	196,685
gers (all classes) carried in cars	4,157,715

Number of miles traveled by passengers, or number of passengers carried one mile.....	54,050,295
Number of tons, of 2,000 pounds, of freight carried in cars.....	254,589
Total movement of freight, or number of tons carried one mile.....	7,382,830
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by express trains, including stops....	28
Rate of speed of same when in motion.....	35
Average rate of speed adopted by freight trains, including stops....	10
Rate of speed of same when in motion.....	18

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers	24 cents.
For first-class way.....	3 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron.....	\$168,414 77
Repairs of buildings.....	
Repairs of bridges	
Repairs of fences and gates	
Repairs of telegraph.....	
For depreciation of way	
Cost of iron used in repairs.....	2,025 94
Taxes on real estate.....	40,596 74
Total	\$211,037 45

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$129,608 51
Repairs of passenger and baggage cars	
Repairs of freight cars.....	
Repairs of tools and machinery in shops	
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	
Total.....	\$129,608 51

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....	\$16,442 68
Agents and clerks	89,400 67
Labor: loading and unloading, and transporting freight.....	84,480 42
Porters, watchmen, and switchtenders	71,482 28
Wood and water station attendance	6,115 21
Conductors, baggage and brakemen	85,612 14
Enginemen and firemen.....	72,001 53
Fuel: cost and labor of preparing for use.....	114,618 98
Oil and waste for engines and tenders.....	17,150 30
Oil and waste for freight cars.....	
Oil and waste for passenger and baggage cars	
Loss and damage of goods and baggage.....	316 86
Damage for injuries to persons.....	3,673 43
Damage to property, including damages by fire and cattle killed on road	875 55
Contingencies.....	97,207 89
Total	\$659,373 06

SUBDIVISION OF CONTINGENCIES.

ots, and rolling stock	\$26,901 68
plies	5,326 91
ations and trains	9,484 21
.....	1,630 33
.....	10,643 74
.....	221 67
encies	2,921 43
.....	104 07
.....	3,844 35
.....	13,991 65
.....	22,137 85
.....	<u>\$97,207 89</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

ed, etc.	\$211,037 45
ry.	129,608 51
.....	659,373 06
.....	<u>\$1,000,019 02</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

rs.	\$1,022,796 09
.....	427,298 27
esses	87,220 01
.....	<u>\$1,537,314 37</u>

rs.	\$1,021,334 70
.....	408,309 36
.....	\$13,505 96
.....	27,977 85
.....	21,539 78
.....	21,722 11
.....	6,875 52
.....	3,667 07
.....	<u>95,288 29</u>
.....	<u>\$1,524,932 35</u>

ER THAN FOR CONSTRUCTION.

tion expenses	\$1,000,019 02
.....	196,606 41
ased lines	146,614 20
arnings of other roads and ferries	39,400 07
m account of funded debt	20,000 00
account of floating debt, accrued previous to Octo-	104,688 73
.....	<u>\$1,506,328 43</u>

* Including supplies on hand.

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 29.....	1	.....	1	.....
November 28.....	1	.....	1	.....
December 5.....	1	.....	1
December 10.....	1	1	1	1
December 19.....	1	.....	1	.....	2
1878.								
January 9.....	1	.....	.....	.....	1	.....
January 20.....	1	.....	1	.....
February 15.....	1	.....	1	.....
March 20.....	1	.....	1
April 5.....	1	.....	1
April 24.....	1	.....	.....	.....	1
April 30.....	1	.....	1	.....
May 31.....	1	.....	1
June 11.....	1	.....	.....	.....	.....	.....	1
July 10.....	1	.....	1	.....
July 16.....	1	.....	1
July 30.....	1	.....	.....	.....	1
August 8.....	1	.....	.....	1	.....	1	1
August 11.....	1	.....	.....	.....	1
August 24.....	1	.....	1	.....
August 26.....	1	.....	.....	.....	1
August 31.....	1	.....	.....	.....	1
September 1.....	1	.....	1
September 3.....	1	.....	.....	.....	.....	.....	1
September 6.....	1	.....	.....	.....	1
September 7.....	1	.....	1	.....
September 12.....	1	6	2	.....	.....	1	3	7
September 23.....	1	.....	1	.....
September 26.....	1	.....	.....	.....	.....	.....	1
September 28.....	3	1	3	1
Total.....	1	10	3	7	14	10	18	27

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

October 29. John Havemel, while walking on track, near Winfield, was run over and killed.

November 28. Christian Udertz, of Williamsburgh, in attempting to climb on back of tender, at Bushwick, while engine was backing, was run over and killed.

December 5. Edward Wangroff, in attempting to cross the track, near Woodside, was struck by engine and had leg broken.

December 10. Emma Barnes, in attempting to cross the track, on Atlantic avenue, corner Grand, Brooklyn, was struck by motor and killed. John J. Donlon, in trying to save her, was struck and so seriously injured that he died the following day.

George Peterson, a boy, who was stealing a ride, jumped off train near Moriches, and injured his shoulder.

John Meagher, conductor, in attempting to cross from car to tender, in motion, at Long Island City, fell and had both legs crushed above

Michael Toohey, brakeman, was knocked off freight car by bridge, Flushing, and killed.

John Wallace, in attempting to cross the track, at Fort Green place, was run over by motor and killed.

Patrick McCue, while walking on track, at Jamaica, was struck by

wagon was struck on Atlantic avenue, corner Washington street, driver, Joseph Cochran, injured.

W. Bywater, of East New York, while crossing track was knocked about the head; died subsequently.

Fauzer, fireman, had arm broken by switch engine, in Long Island

Thomas Rushmore, while walking on track, near Roslyn, was run over

by Dutch, threw himself in front of train, near Classen avenue, was struck by engine and had skull fractured; died following day.

H. Lavery, fell from platform of car, while in motion, near Bedford was run over and fatally injured.

Arvid Maurer, in attempting to board train, while in motion, at between the cars, was run over and killed.

Wagon was struck on crossing, near St. John Island, and the driver, Babylon, slightly injured.

Art Kelly, road carpenter, while walking on track, near Long Island by engine, had leg broken and otherwise injured; died subse-

Frank Craig, attempting to board train, while in motion, at Mineola, station platform and had leg broken.

P. Sturgis, in attempting to cross track, at Van Sickles Station, fell and killed.

Charles Bogue, flagman, Fort Green place, Brooklyn, while sweeping over and had both legs cut off; died subsequently.

Ms. Phoebe Tuthill, while attempting to cross track, at Schenectady was struck by engine and killed.

W. Apgar, conductor, in jumping off train, while in motion, at depot, fell and broke his leg.

Bert Bachelör, engineer, while reversing engine, at Prospect Park (C. I. R. R.), was struck by lever and had rib broken.

John Hecht, in attempting to board train, while in motion, at Far had foot slightly injured.

V. T. Collins, jumped from train, while in motion, at Bedford Station, about the knee, and slightly bruised.

John Christ, brakeman, was caught between tender and car, while Jefferson, and had collar bone broken.

Thomas Byrne, of Blissville, while walking on track, near Southern over and killed.

September 12. Train ran off track, at Furman's curve, caused by broken flange on engine truck-wheel. One passenger, J. L. Weaver, was killed, and F. Vander-smith, H. Hilmeyer, W. H. Hepburn, B. Freeman, Charles Baker, and H. Weaver, passengers, injured. M. Durkin, engineer, was badly scalded, and died subsequently.

September 12. William Durey, laborer, in crossing track, at Jamaica, was run over and had foot crushed; died subsequently.

September 12. Mrs. Ruland was struck by switch engine, in Long Island City yard, and had foot crushed.

September 23. A wagon was struck on crossing, near Rockaway Junction, and J. Wahl, the driver, was instantly killed.

September 26. Dr. Nash, of New York, had collar bone broken in collision near Fresh Pond Junction.

September 28. A carriage was struck at Brooklyn avenue, Brooklyn, killing John McNamee, the driver, and Miss Mary Redmond, and injuring Thomas Callahan (who died subsequently) and Mrs. Callahan.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

THOMAS R. SHARP.....	Garden City, L. I.
ELIZUR B. HINSDALE.....	New York City.
EGISTO P. FARRI.....	New York City.
JAMES HOOD WRIGHT.....	New York City.
HENRY O. HAVEMEYER.....	New York City.
FRANCIS B. WALLACE.....	New York City.
MORRIS FRANKLIN.....	Flushing, L. I.
CORNELIUS H. DELAMATER.....	New York City.
WILLIAM KEVAN.....	New York City.
EDWARD E. SPRAGUE.....	Flushing, L. I.
S. M. FELTON.....	Philadelphia, Pa.
CHESTER GRISWOLD.....	New York City.
WILLIAM RICHARDSON.....	Brooklyn, N. Y.

THOMAS R. SHARP.....	President, Garden City, L. I.
J. CARLSEN.....	Treasurer, New York City.
E. B. HINSDALE.....	Secretary, New York City.
S. SPENCER.....	Supt., Garden City, L. I.

Communications intended for this company should be addressed, THOMAS R. SHARP, Long Island City, Queens county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

THOS. R. SHARP, *Pres. and Rec.*
S. SPENCER, *General Supt.*

(No. 93.)

MANHATTAN.

NEW YORK, }
County, } ss.:

do, Secretary and Treasurer of the Manhattan Railroad Company,
himself, deposes and says, that the statements in the annexed
been signed by him, at the end thereof, are true and correct,
best of his knowledge, information, and belief.

(Signed) J. F. NAVARRO.

sworn to before me, }
November, 1878. }

JAMES CLYNE,

Notary Public, Kings County.

STOCK AND DEBTS.

by charter	\$2,000,000 00
subscribed	2,000,000 00
a by last report	100,000 00
paid in of capital stock	<u>100,000 00</u>

has not yet constructed any portion of its road, and has done no
er.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ELTON	New York City.
VARRO	New York City.
GARRISON	New York City.
ULLMAN	New York City.
ER	New York City.
ELD	New York City.
.....	New York City.
.....	New York City.

T. PELTON President.
NAVARRO Treasurer and Secretary.

a intended for this company should be addressed, J. F. NAVARRO,
Broadway, New York.

ed has caused the foregoing statements to be prepared by the
and agents of this company, from the books and records, and has
as far as practicable, and believes them to be correct.

(Signed) J. F. NAVARRO, *Secretary and Treasurer.*

(No. 94.)

MARGINAL.

STATE OF NEW YORK, }
New York City and County, } ss.:

ALFRED SULLY, President, and ISAAC D. BARTON, acting Superintendent of operations of the Marginal Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

ALFRED SULLY.

ISAAC D. BARTON.

Subscribed and sworn to before me, }
 this 20th day of December, 1878. }

ALFRED C. CHAPIN,

*Notary Public, Kings County, acting in New York County.***STOCK AND DEBTS.**

Capital stock, as by charter	\$40,000 00
Amount of stock subscribed	40,000 00
Amount paid in, as by last report.	4,000 00
Total amount now paid in of capital stock.	4,000 00

CHARACTERISTICS OF ROAD.

Length of road.....	4 miles.
Length of road in this State	4 "
Length of main line of road from Concourse on Coney Island around east end of island to beginning	4 "

This road has been leased to the Marine Railroad Company. The road has not been constructed or operated.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.*Directors.*

AUSTIN CORBIN.....	Brooklyn.
DANIEL C. CORBIN	Brooklyn.
GEORGE S. C. DOW	Brooklyn.
FREDERICK W. DUNTON	Brooklyn.
ALFRED SULLY.....	Brooklyn.
WILLIAM H. STILLWELL.....	Brooklyn.
ALFRED C. CHAPIN.....	Brooklyn.
BENJAMIN T. MARTIN.....	Boston, Mass.
GILMAN S. MOULTON.....	New York City.
JAMES K. O. SHERWOOD.....	New York City.
J. BAXTER UPHAM.....	Boston, Mass.
THOMAS F. WARD	New York City.
CLARENCE F. MOULTON	New York City.

ALFRED SULLY President, Brooklyn.

JAMES K. O. SHERWOOD..... Treasurer, New York City.

WM. H. STILLWELL..... Secretary and Engineer, Brooklyn.

ISAAC D. BARTON Superintendent.

tions intended for this company should be addressed, Marginal Railroad, No. 61 Broadway, New York City.

signed have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have them as far as practicable, and believe them to be correct.

(Signed) ALFRED SULLY, *President*.
ISAAC D. BARTON, *Acting Supt.*

(No. 95.)

MARINE.

NEW YORK, }
County, } ss.:

GILMAN S. MOULTON, Treasurer, and ISAAC D. BARTON, acting Superintendent of the Marine Railway Company, being severally sworn, each for himself says, that the statements in the annexed report, which has been signed by them, at the end thereof, are true and correct, according to the best of his information, and belief.

(Signed) GILMAN S. MOULTON,
ISAAC D. BARTON.

and sworn to before me, }
of November, 1878. }

ALFRED C. CHAPIN,
Notary Public.

STOCK AND DEBTS.

as by charter.....	\$50,000 00
stock subscribed	50,000 00
now paid in of capital stock	20,125 00

COST OF ROAD AND EQUIPMENT.

	By present report.
and masonry	\$6,393 18
, including iron	5,494 83
freight stations, buildings and fixtures	116 72
and fixtures, and snow plows.	4,002 25
and agencies	48 00
road and equipment.	\$16,054 46

CHARACTERISTICS OF ROAD.

.....	5 miles.
in this State	5 "
and laid	1.60 "
and laid in this State	1.60 "
ble track, including sidings. ....	.10 "
, per yard, on main track.	40 pounds.
gines	1
on line of road from Manhattan Beach Hotel to Sheeps-	5 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	1,048
Number of passengers (all classes) carried in cars.....	59,274
Number of miles traveled by passengers, or number of passengers carried one mile.....	24,838
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	10
Rate of speed of same when in motion.....	10
Average rate of speed adopted by express trains, including stops...	10
Rate of speed of same when in motion.....	10
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	20

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

For first-class through passengers	3.10 cents
------------------------------------------	------------

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron	\$75 00
---------------------------------------------------------------	---------

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$80 10
Repairs of passenger and baggage cars.....	2 80
Total	\$83 00

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....	\$81 40
Porters, watchmen, and switchtenders	58 34
Conductors, baggage and brakemen	217 34
Enginemen and firemen	209 99
Fuel: cost and labor of preparing for use	120 00
Total	\$747 07

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$75 00
Repairs of machinery.....	83 00
Operating	747 07
Total	\$905 07

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.	
From passengers.....	\$2,963 70
2d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.	
For transportation expenses.....	\$905 07
For dividends on stock—amount and rate per cent, 10 per cent,	2,000 00
To payments to surplus fund	58 63
Total	\$2,963 70
Total amount of surplus fund	\$58 63

AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Brooklyn, N. Y.
.....	New York City.
.....	Boston, Mass.
.....	Claremont, N. H.
.....	Boston, Mass.
.....	Brooklyn, N. Y.
.....	Brooklyn, N. Y.
.....	New Rochelle, N. Y.
.....	Brooklyn, N. Y.
.....	Brooklyn, N. Y.
.....	Brooklyn, N. Y.
.....	New York City.
.....	Brooklyn, N. Y.
.....	President, Brooklyn, N. Y.
.....	Treasurer and Secretary, New York City.
.....	Engineer, New York City.
.....	Superintendent, New York City.

intended for this company should be addressed, Marine Railway
roadway, New York City.

have caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and have
as far as practicable, and believe them to be correct.

(Signed) GILMAN S. MOULTON, *Treasurer.*
ISAAC D. BARTON, *Supt.*

(No 96.)

METROPOLITAN ELEVATED.

YORK, }
City. } ss.:

Treasurer, and MARTIN VAN BROCKLIN, acting Superintendent of
Metropolitan Elevated Railway Company, being severally sworn,
deposes and says, that the statements in the annexed report,
signed by each of them, at the end thereof, are true and correct,
to the best of his knowledge, information, and belief.

(Signed) JOHN E. BODY.
M. VAN BROCKLIN.

born to before me, }
December, 1878. }

JAMES CLYNE,
Notary Public, Kings County.

STOCK AND DEBTS.

Capital stock, as by charter	\$3,500,000 00
Amount of stock subscribed	655,000 00
Total amount now paid in of capital stock	655,000 00
Total amount now of funded debt	7,500,000 00
The amount now of floating debt	None.
Total amount now of funded and floating debt	7,500,000 00
Average rate, per annum, of interest on funded debt	6.6-10 percent

COST OF ROAD AND EQUIPMENT.

	By present report.
For road-bed, superstructure, and stations, including iron	\$8,155,000 00
For land, buildings, and fixtures, including land damages	
For dummy cars	
For cars	

Being an account of first section of five miles by issue of \$3,000,000 first mortgage six per cent bonds; \$4,500,000 second mortgage seven per cent bonds; \$655,000 stock.

This road being yet under construction, it is impossible to make a reliable statement of each separate item in this, our first report.

CHARACTERISTICS OF ROAD.

Length of road, double track	5 miles.
Length of road laid	5 "
Length of double track, including sidings	5.30 "
Weight of rail, per yard	56 pounds.
Number of dummy cars	25
Number of passenger cars	80
Length of main line of road from Harlem river via Sixth avenue to Bowling Green, and back to Harlem river via Second avenue	22 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	4,820,348
----------------------------------------------------------	-----------

THE RATE OF FARE FOR PASSENGERS, CHARGED AS FOLLOWS:

For full fare passengers	10 cents.
For commission passengers	5 "
The average time consumed by passenger cars in passing over the road	20 minutes.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron and repairs of buildings and fixtures	\$1,956 93
Taxes on real estate	None due.
Total cost of maintaining road and real estate	\$1,956 93

NOTE.—The operations herein reported are for three months and twenty-six days, to September 30, 1878.

State Engineer and Surveyor.

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Salaries and wages	\$800 00
Freight, and office expenses	17,161 26
Repairs, and engineers on dummy cars	36,543 24
Switchmen, roadmen, etc.	35,649 74
Passenger cars	1,876 70
Freight cars	
Trains	22,746 15
Depot	1,614 81
None due.	
Medical attendance	1,473 33
Property	1,020 00
Interest	728 44
Total	2,702 04
Total of operating road, and repairs	\$122,115 71

CASH RECEIPTS AND PAYMENTS.

Passengers	\$348,797 85
Freight	2,474 97
Total	\$351,272 82

EXPENSES FOR CONSTRUCTION.

Construction expenses, maintenance and repairs	\$124,072 64
------------------------------------------------	--------------

ACCIDENTS.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	.....	.....	1
.....	1	.....	.....	.....	1
.....	1	.....	1	.....
.....	1	.....	.....	.....	1	.....
.....	1	.....	.....	.....	1
.....	1	.....	.....	.....	1
.....	1	.....	.....	.....	1
.....	1	5	1	.....	2	5

statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of each person, as follows:

McClary, an employee, was thrown from the structure, at Fifty-first street, saving a passenger. Recovered, and on duty.

Harmon, fireman, injured by jumping from his engine. Recovered,

Harmon, painter, killed by being struck by train, at Eighth street and Broadway. Employed by the contractors, building stations.

July 6. T. J. Hodkiss, carpenter, killed by falling from the structure, at Fifth avenue and Amity street.

August 1. George W. Miller, watchman, injured by falling through the structure, near Rector street station. Recovered, and on duty.

August 6. James Lahay, coupler, slightly injured in the arm, while coupling cars, at Rector street station. Recovered, and on duty.

August 29. ———, trackman, injured by falling from structure, just south of Twenty-third street station.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM R. GARRISON	New York.
JOHN BAIRD	New York.
WILLIAM FOSTER, JR.	New York.
GEORGE M. PULLMAN	New York.
HORACE PORTER	New York.
JOSE F. NAVARRO	New York.
GEORGE J. FORREST	New York.
WILLIAM ADAMS, JR.	New York.
JOHN P. KENNEDY	New York.
FAUSTO MORA	New York.
CHAS. H. CLAYTON	New York.

WILLIAM R. GARRISON	President.
JOHN E. BODY	Treasurer and Secretary.
JOHN BAIRD	Engineer.
MARTIN VAN BROCKLIN	Superintendent.

Communications intended for this company should be addressed, 71 Broadway, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN E. BODY, *Treasurer.*
M. VAN BROCKLIN, *Superintendent.*

(No. 97.)

METROPOLITAN TRANSIT.

STATE OF NEW YORK, } ss.:
New York County, }

FREDERICK B. FISKE, acting Treasurer, and CHARLES T. HARVEY, acting Superintendent of operations of the Metropolitan Transit Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which

each of them, at the end thereof, are true and correct, according to knowledge, information, and belief.

(Signed) FRED. B. FISKE,
CHAS. T. HARVEY.

Subscribed and sworn to before me, }
December, 1878. }

THEODORE RITTER,
Notary Public, New York.

STOCK AND DEBTS.

Charter..... \$5,000,000 00

Construction operations have been entirely suspended the past year, and no legal proceedings.

OFFICES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WARD.....	New York.
WILSON.....	New York.
DEY.....	New York.
FISKE.....	New York.
TENHILL.....	Brooklyn.
.....	Albany.
DEY.....	Albany.
.....	Tarrytown.
.....	Tarrytown.
.....	Tarrytown.
.....	Hempstead.

.....	President.
.....	Acting Treas. and Sec.
HARVEY.....	Engineer and Acting Supt.

Any communication intended for this company should be addressed, FRED. B. FISKE, 100 Broadway, New York city.

I have caused the foregoing statements to be prepared by the agents of this company, from the books and records, and have signed the same as far as practicable, and believe them to be correct.

(Signed) FRED. B. FISKE, *Acting Treasurer,*
CHAS. T. HARVEY, *Engineer and Acting Supt.*

This company was organized in the year 1874, but operations have been suspended since that time, and no legal proceedings.

State Engineer and Surveyor.

(No. 98.)

MIDDLE CENTRAL.

STATE OF NEW YORK, } ss.:
County, }

GEORGE M. GUION, Vice-President, and JAMES AITKEN, Engineer and Secretary of the Middle Central Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEO. M. GUION,
JAMES AITKEN.

Subscribed and sworn to before me, }
this 11th day of October, 1878. }

JAMES D. POLLARD,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$100 00
The amount now of floating debt about.....	15 00

The Middle Central Railroad Company has been organized with the view of purchasing and completing the Pennsylvania and Sodus Bay railroad, but beyond having arranged with Merritt King, the present owner, as to the price thereof, no business has been done.

CHARACTERISTICS OF ROAD.

Length of road	98.78 miles.
Length of road in this State	98.78 "
Length of main line of road from Sodus bay to the State line at Waverly.....	98.78 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

J. U. ORVIS.....	New York City.
P. S. DUDLEY.....	Newfield, N. Y.
J. W. DEAN.....	Newfield, N. Y.
O. A. SEELY.....	Newfield, N. Y.
MERRITT KING.....	Ithaca, N. Y.
DAVID DUMONT.....	Trumansburgh, N. Y.
A. M. HOLMAN.....	Trumansburgh, N. Y.
G. W. JONES.....	Ovid, N. Y.
G. M. GUION.....	Seneca Falls, N. Y.
C. A. HAWLEY.....	Seneca Falls, N. Y.
JAMES AITKEN.....	Seneca Falls, N. Y.
WILLIAM BRARY.....	Seneca Falls, N. Y.
W. F. HOSTER.....	Seneca Falls, N. Y.
J. U. ORVIS.....	President, New York City.
G. M. GUION.....	Vice-President, Seneca Falls, N. Y.
* W. F. POLLARD.....	Treasurer, Seneca Falls, N. Y.
JAMES AITKEN.....	Sec. and Engineer, Seneca Falls, N. Y.

* Died September 23, 1878.

ations intended for this company should be addressed, Middle Central
company's office, Seneca Falls, Seneca county, N. Y.

signed have caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and have
as far as practicable, and believe them to be correct.

(Signed) GEO. M. GUION, *Vice-President.*
JAMES ATKEN, *Engineer and Secretary.*

(No. 99.)

MIDDLEBURGH AND SCHOHARIE.

NEW YORK, }
County, } ss.:

M. FRISBIE, President, and PETER S. DANFORTH, Treasurer and acting
out of operations of the Middleburgh and Schoharie Railroad Company,
ly sworn, each for himself deposes and says, that the statements in the
ort, which has been signed by each of them, at the end thereof, are true
according to the best of his knowledge, information, and belief.

(Signed) GRANDISON M. FRISBIE,
PETER S. DANFORTH.

and sworn to before me, }
ay of November, 1878. }

G. L. DANFORTH,
Notary Public, Schoharie County, N. Y.

STOCK AND DEBTS.

as by charter.....	\$100,000 00
stock subscribed.....	91,000 00
in, as by last report.....	85,000 00
now paid in of capital stock	85,000 00
as by last report	18,000 00
now of funded debt	18,000 00
as by last report.....	200 00
now of floating debt	200 00
now of funded and floating debt	18,200 00
per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	*\$92,000 00	*\$92,000 00
For bridges.....		
Superstructure, including iron		
Passenger and freight stations, buildings and fixtures	2,100 00	2,100 00
Engine and car houses, machine shops, machinery and fixtures.....	900 00	900 00
Locomotives and fixtures, and snow plows	8,000 00	8,000 00
Freight and other cars.....	2,000 00	2,000 00
Total cost of road and equipment	\$105,000 00	\$105,000 00

CHARACTERISTICS OF ROAD.

Length of road	5.75 miles.
Length of road in this State	5.75 "
Length of road laid	5.75 "
Length of road laid in this State	5.75 "
Length of double track, including sidings	1 "
Weight of rail, per yard, on main track	45 pounds.
Number of engine-houses and shops.....	1
Number of engines.....	1
Number of freight cars, including coal cars	2
Length of main line of road from Middleburgh to Schoharie Court House	5.75 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	10,758
Number of miles run by freight trains	4,500
Number of passengers (all classes) carried in cars	9,118
Number of miles traveled by passengers, or number of passengers carried one mile	45,590
Number of tons, of 2,000 pounds, of freight carried in cars.....	4,839
Total movement of freight, or number of tons carried one mile	24,195
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	12
Rate of speed of same when in motion	15
Average rate of speed adopted by express trains, including stops	12
Rate of speed of same when in motion	15
Average rate of speed adopted by freight trains, including stops	12
Rate of speed of same when in motion	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	10
Average weight in tons, of freight trains, exclusive of freight,	25

* Built by contract for \$92,000.

† Passenger and freight trains run in connection.

AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest	57
Food	14
Natural products	166
.....	579
.....	2,957
.....	800
.....	266
.....	<hr/>
.....	4,839
.....	<hr/>

FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER

MILE, AS FOLLOWS:

Through passengers	5 cents.
Day passengers	5 "
.....	<hr/>

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.	\$1,935 00	\$967 50	\$967 50
Repairs of buildings.	103 00	50 00	53 00
Repairs of fences and gates.	25 00	12 50	12 50
Taxes on real estate.	325 71	162 85	162 86
Totals.	\$2,388 71	\$1,192 85	\$1,195 86
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$225 00	\$112 50	\$112 50
Repairs of tools and machinery in shops.	118 00	59 00	59 00
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.	98 00	49 00	49 00
Totals.	\$441 00	\$220 50	\$220 50

RAILROAD REPORT.

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EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOCATED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$24 50	\$12 25	\$12 25
Agents and clerks	600 00	300 00	300 00
Labor: loading and unloading freight.	325 00		325 00
Porters, watchmen, and switchtenders.	144 00	72 00	72 00
Conductors, baggage and brakemen.	530 00	260 00	260 00
Engineers and firemen	520 00	360 00	260 00
Fuel: cost and labor of preparing for use.	775 00	387 50	387 50
Oil and waste for engines and tenders.	175 00	87 50	87 50
Oil and waste for freight cars.	10 00		10 00
Totals.	\$3,093 50	\$1,379 25	\$1,714 25
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.	\$2,388 71	\$1,192 85	\$1,195 86
Repairs of machinery.	441 00	220 50	220 50
Operating.	3,093 50	1,379 25	1,714 25
Totals.	\$5,923 21	\$2,792 60	\$3,130 61

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$3,372 93
From freight.....	3,435 25
From other sources.....	472 22
Total.....	\$7,281 10

2d. RECEIPTS.

From passengers.....	\$3,372 93
From freight.....	3,435 25
Express.....	\$225 44
Mail.....	247 48
Total.....	\$7,281 10

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$5,923 21
For interest.....	1,260 00
To payments to surplus fund.....	97 89
Total.....	\$7,281 10
Total amount of surplus fund.....	\$170 63

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GRANDISON N. FRISBIE.....	Middleburgh, N. Y.
PETER S. DANFORTH.....	Middleburgh, N. Y.
WILLIAM H. ENGLE.....	Middleburgh, N. Y.
JACOB NEVILLE.....	Middleburgh, N. Y.
DAVID BECKER.....	Middleburgh, N. Y.
JOHN M. SCRIBNER.....	Middleburgh, N. Y.
ABRAM J. FREEMAYER.....	Middleburgh, N. Y.
DURYEA BEEKMAN.....	Middleburgh, N. Y.
ERASTUS COOK.....	Middleburgh, N. Y.
GEORGE W. DODGE.....	Middleburgh, N. Y.
LYMAN SANFORD.....	Middleburgh, N. Y.
ABRAM HAINES.....	Fulton.
NATHANIEL MANNING.....	Middleburgh, N. Y.

GRANDISON N. FRISBIE.....	President.
PETER S. DANFORTH.....	Treasurer.
DURYEA BEEKMAN.....	Secretary.
JAMES BACON.....	Engineer.
PETER S. DANFORTH.....	Superintendent.

Communications intended for this company should be addressed, Middleburgh Schoharie County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GRANDISON N. FRISBIE, *President.*
P. S. DANFORTH, *Treasurer.*

(No. 100.)

MIDDLETOWN AND CRAWFORD.

NEW YORK, }
County, } ss.:

DANIEL THOMPSON, President of the Middletown and Crawford Railroad Company, deposes and says, that the statements in the annexed report, which has been submitted to him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) DANIEL THOMPSON.

Sworn to before me, }
this 1st day of November, 1878. }

JOHN W. KERR,

Justice of the Peace.

STOCK AND DEBTS.

Capital stock by charter	\$250,000 00
Subscribed	130,000 00
As by last report	124,137 54
Now paid in of capital stock*	122,300 00
By last report	82,000 00
Now of funded debt	80,300 00
Now of funded and floating debt	80,300 00
Per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Land and masonry	\$54,328 96	\$54,328 96
.....	1,030 15	1,030 15
Including iron	103,025 32	103,025 32
Freight stations, buildings and	5,358 85	5,358 85
.....
Households, machine shops, ma-	3,458 56	3,458 56
.....	18,727 16	18,727 16
.....	6,223 37	6,223 37
Road and equipment	\$192,152 37	\$192,152 37

\$124,137.54, which has formerly been reported as stock, is not proper. The stock is \$122,300. The balance, \$1,837.54, was paid on stock subscription; but having been paid up, the stock was forfeited.

CHARACTERISTICS OF ROAD.

Length of road	10.22 miles.
Length of road in this State	10.22 "
Length of road laid	10.22 "
Length of road laid in this State	10.22 "
Length of double track, including sidings .....	.25 "
Weight of rail, per yard, on main track	50 pounds.
Number of engine-houses and shops	1
Length of main line of road from Crawford Junction to Pine Bush...	10.22 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	8,223
Number of miles run by freight trains	9,490
Number of passengers (all classes) carried in cars	18,459
Number of miles traveled by passengers, or number of passengers carried one mile	139,209
Number of tons, of 2,000 pounds, of freight carried in cars	6,852
Total movement of freight, or number of tons carried one mile	70,233
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	15
Rate of speed of same when in motion	20
Average rate of speed adopted by freight trains, including stops	12
Rate of speed of same when in motion	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	25
Average weight, in tons, of freight trains, exclusive of freight	25

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	1,473
Of animals	3,124
Of vegetable food	4
Other agricultural products	785
Manufactures	197
Merchandise	645
Other articles	671
Total	6,852

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers	3 cents.
For first-class way passengers	3 "

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.....	\$2,519 69	\$1,001 12	\$1,518 57
Repairs of buildings.....	53 88	28 06	25 82
Repairs of fences and gates.....	24 87	9 34	15 53
Taxes on real estate.....	235 06	117 53	117 53
Totals.....	\$2,833 50	\$1,156 05	\$1,677 45
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$172 83	\$86 41	\$86 42
Repairs of passenger and baggage cars.....	108 62	108 62	.....
Repairs of freight cars.....	13 09	.....	13 09
Totals.....	\$294 54	\$195 03	\$99 51

EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$136 03	\$77 82	\$58 21
Agents and clerks	1,154 35	577 17	577 18
Porters, watchmen, and switchtenders.	356 65	178 32	178 33
Conductors, baggage and brakemen.	1,651 34	825 67	825 67
Enginemen and firemen.	1,689 00	794 50	794 50
Fuel: cost and labor of preparing for use.	1,179 77	524 35	655 42
Oil and waste for engines and tenders.	121 84	60 92	60 92
Loss and damage of goods and baggage.	11 25	.....	11 25
Contingencies	5,390 88	2,542 71	2,848 17
Totals	\$11,591 11	\$5,581 46	\$6,009 65

SUBDIVISION OF CONTINGENCIES.

.....	\$3,066 26
stock.....	1,995 28
.....	215 50
.....	42 88
ension of road.....	70 96
.....	<u>\$5,390 88</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ad-bed, etc.....	\$2,833 50	\$1,156 05	\$1,677 45
achinery.....	294 54	195 03	99 51
.....	11,591 11	5,581 46	6,009 65
.....	<u>\$14,719 15</u>	<u>\$6,932 54</u>	<u>\$7,786 61</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

engers.....	\$4,170 29
ht.....	18,810 34
r sources.....	775 59
.....	<u>\$23,756 22</u>

engers.....	\$4,170 29
ht.....	18,810 34
.....	\$599 89
.....	142 92
.....	32 78
.....	<u>775 59</u>
.....	<u>\$23,756 22</u>

OTHER THAN FOR CONSTRUCTION.

ortation expenses.....	\$14,719 15
t.....	5,638 50
ts to surplus fund.....	2,038 57
onds.....	1,360 00
.....	<u>\$23,756 22</u>
ount of surplus fund.....	<u>\$4,713 43</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

EDWARD M. MADDEN	Middletown, N. Y.
STEPHEN S. CONKLING	Middletown, N. Y.
HORATIO R. WILCOX.....	Middletown, N. Y.
ALBERT BULL	Middletown, N. Y.
HARRISON BULL.....	Circleville, N. Y.
SAMUEL ROBERSON	Bullville, N. Y.
HORACE BULL	Bullville, N. Y.
DANIEL THOMPSON.....	Thompson's Ridge, N. Y.
ROBERT M. THOMPSON	Thompson's Ridge, N. Y.
ROBERT M. CROSBY	Thompson's Ridge, N. Y.
ISAIAH J. WHITTEN	Pine Bush, N. Y.
HENRY N. VAN KEUREN	Pine Bush, N. Y.
JOHN E. JANSEN	Pine Bush, N. Y.

D. THOMPSON President and Superintendent.

I. P. MADDEN Treasurer and Secretary.

Communications intended for this company should be addressed, D. THOMPSON, Thompson Ridge, Orange county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) DANIEL THOMPSON, *President and Supt.*

(No. 101.)

MIDDLETOWN, UNIONVILLE AND WATER GAP.

STATE OF NEW YORK, } ss.:
Orange County, }

GRINNELL BURT, President of the Middletown, Unionville and Water Gap Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GRINNELL BURT.

Subscribed and sworn to before me, }
this 10th day of December, 1878. }

C. N. CRISSBY,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$300,000 00
Amount of stock subscribed.....	123,850 00
Amount paid in, as by last report.....	123,850 00

paid in of capital stock.....	\$123,850 00
y last report	400,000 00
of funded debt	400,000 00
of funded and floating debt.....	400,000 00
annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
d masonry	\$113,221 96	\$113,221 96
.....	12,180 30	12,180 30
cluding iron.....	164,546 96	164,546 96
eight stations, buildings and	16,357 88	16,357 88
houses, machine shops, ma-	660 84	660 84
es, and fences	35,942 89	35,942 89
gencies	7,565 64	7,565 64
road and equipment	\$350,476 47	\$350,476 47

CHARACTERISTICS OF ROAD.

.....	13 miles.
this State	13 "
d	13 "
d in this State	13 "
track, including sidings	2,400 feet.
r yard, on main track.....	56 pounds.
ne of road from Middletown, N. Y., to New Jersey	13 miles.

OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

to the New Jersey Midland Railway Company, to whom reference
doings of the year in transportation, etc.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

New Jersey Midland Railway Company.....	\$37,456 17
-----------------------------------------	-------------

ER THAN FOR CONSTRUCTION.

ation expenses	\$240 63
on stock—amount and rate per cent, 54.....	6,811 75
and premium on gold	28,000 00
enses	1,276 91
surplus fund	1,126 88
.....	\$37,456 17

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GRINNELL BURT	Warwick, N. Y.
WILLIAM H. CLARK	West Town, N. Y.
JAMES N. PRONK	Middletown, N. Y.
HENRY R. LOW	Pittsburgh, Pa.
DANIEL DUSINBERRE	Middletown, N. Y.
HORATIO R. WILCOX	Middletown, N. Y.
MOSES D. STIVERS	Middletown, N. Y.
WILLIAM H. WOOD	Slate Hill, N. Y.
MARCUS S. HAYNE	Unionville, N. Y.
HENRY A. WADSWORTH	Goshen, N. Y.
ASA SMITH	Wantage, N. J.
OSCAR DUNN	Wantage, N. J.
GRINNELL BURT	President.
WILLIAM H. CLARK	Treasurer.
JAMES N. PRONK	Secretary.

Communications intended for this company should be addressed, GRINNELL BURT, Warwick, Orange county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GRINNELL BURT, *President.*

(No. 102.)

MIDWOUT, AMERSFORT AND CONEY ISLAND.

STATE OF NEW YORK, }
New York County, } ss.:

WILLIAM R. GRACE, President, and JOHN L. BERGEN, acting Superintendent of operations of the Midwout, Amersfort and Coney Island Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. R. GRACE.
J. L. BERGEN.

Subscribed and sworn to before me, }
this 17th day of December, 1878. }

E. W. GOMBERZ,

Notary Public, Kings County.

STOCK AND DEBTS.

Capital stock, as by charter	\$275,000 00
Amount of stock subscribed	10,400 00
Amount paid in, as by last report	2,000 00
Total amount now paid in	2,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
ties, and fences.....	\$1,362 00	\$1,362 00
agencies.....	500 00	500 00
road and equipment.....	\$1,862 00	\$1,862 00

OFFICES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

MAN.....	Brooklyn.
NT.....	Brooklyn.
ILCHRIST.....	Great Neck, L. I.
EN.....	Flatlands, L. I.
BRITTON.....	Brooklyn.
.....	Brooklyn.
OWNS.....	New York.
BODY.....	Yonkers.
ER.....	Brooklyn.
GRACE.....	New York.
D.....	New York.
LINT.....	Brooklyn.
OW.....	Brooklyn.
R. GRACE.....	President, New York,
R. FLINT.....	Secretary, Brooklyn.
CROOKE.....	Engineer, Flatbush.
BERGEN.....	Superintendent, Flatlands.

intended for this company should be addressed, WILLIAM R.
all street, New York city.

and have caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and have
far as practicable, and believe them to be correct.

(Signed) W. R. GRACE, *President.*
J. L. BERGEN, *Supt.*

(No. 103.)

MONROE AND GREENWOOD LAKE.

YORK, }
County, }

ED, President of the Monroe and Greenwood Lake Railroad Com-
pany, deposes and says, that the statements in the annexed report,

which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOS. H. BRAISTED.

Subscribed and sworn to before me, }
this 19th day of November, 1878. }

ALBERT STOREN,

Notary Public, New York County,

STOCK AND DEBTS.

Capital stock, as by charter	\$250,000 00
Amount of stock subscribed	12,000 00
Amount paid in, as by last report.....	1,200 00
Total amount now paid in of capital stock.....	<u>1,200 00</u>

COST OF ROAD AND EQUIPMENT.

Engineering.....	<u>\$600 00</u>
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CHARACTERISTICS OF ROAD.

Length of road	12 miles.
Length of main line of road from Monroe to Greenwood Lake.....	<u>12 "</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

THOS. H. BRAISTED.....	New York.
J. H. CONANT.....	New York.
THOS. H. BRAISTED, JR.....	New York.
CHARLES V. ADEE.....	New York.
W. P. ROBINSON.....	New York.
WILLIAM HASTINGS.....	New York.
JAMES MCCONNELL.....	New York.
E. S. VANDERPOOL.....	New York.
FLOYD T. SMITH.....	New York.
JOHN H. HILLYER.....	New York.
WILLIAM KILLOCK.....	New York.
PETER VAN ANTWERP.....	New York.
C. S. BRAISTED.....	New York.

THOS. H. BRAISTED.....	President, New York.
CHARLES V. ADEE.....	Treasurer, New York.
J. H. CONANT.....	Secretary, New York.

Communications intended for this company should be addressed, THOMAS H. BRAISTED, No. 54 Broome street, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) THOS. H. BRAISTED, *President.*

(No. 104.)

MONTGOMERY AND ERIE.

NEW YORK, }
 duly, } ss.:

JOSEPH M. WILKIN, President of the Montgomery and Erie Railway Company, deposes and says, that the statements in the annexed report, signed by him, at the end thereof, are true and correct, according to his knowledge, information, and belief.

(Signed) JOSEPH M. WILKIN.

Sworn to before me, }
 of October, 1878. }

F. BODINE,

Justice of the Peace.

STOCK AND DEBTS.

by charter	\$260,000 00
subscribed.....	150,000 00
as by last report.....	150,000 00
r paid in of capital stock.....	150,000 00
by last report.....	170,500 00
r of funded debt.....	170,500 00
r of funded and floating debt.....	170,500 00
r annum, of interest on funded debt.....	7 per cent.

ay Company leased our road January 1, 1872, and agreed, in the all necessary reports to the State Engineer, as required by law, to see report of that company. and equipment, as stated in report, relates to expenditures made January 1, 1872.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and masonry	\$101,585 67	\$101,585 67
.....	3,058 84	3,058 84
cluding iron.....	120,140 51	120,140 51
eight stations, buildings and	7,157 00	7,157 00
houses, machine shops, machin-	4,350 00	4,350 00
es, and fences	39,210 77	39,210 77
.....	1,230 00	1,230 00
agencies	12,198 04	12,198 04
road and equipment.....	\$268,930 83	\$288,930 83

CHARACTERISTICS OF ROAD.

Length of road	10.265 miles.
Length of road in this State	10.265 "
Length of road laid	10.265 "
Length of road laid in this State	10.265 "
Length of double track, including sidings .....	.656 "
Length of main line of road from Montgomery to Goshen	10.265 "

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From rent	\$21,000 00
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2d. RECEIPTS.

From rent	\$21,000 00
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3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest	\$11,935 00
For dividends on stock—amount	9,000 00
Expenses	363 00
Total	\$21,298 00

NOTE.—Excess in payments partly paid from surplus fund.

State Engineer and Surveyor.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOSEPH M. WILKIN	Montgomery.
WALTER J. MEAD	Montgomery.
GEORGE SENIOR	Montgomery.
HENRY V. MCNEAL	Montgomery.
CHRISTOPHER J. MOULD	Montgomery.
HENRY BERGEN	Montgomery.
DANIEL M. WADE	Montgomery.
EBENEZER VAN ALST	Montgomery.
JOHN M. QUACKENBOSCH	Brooklyn.
GEORGE GOUGE	Hamptonburgh.
BARTON WRIGHT	Hamptonburgh.
RICHARD M. VAIL	Goshen.
AMERSON S. MURRAY	Goshen.

J. M. WILKIN

President, Montgomery.

C. J. EVERETT

Treasurer, Goshen.

W. J. MEAD

Secretary, Montgomery.

Communications intended for this company should be addressed, J. M. WILKIN, Montgomery, Orange county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed)

J. M. WILKIN, *President.*

(No. 105.)

NANUET AND NEW CITY.

NEW YORK, } ss.:
County, }

President, and L. D. BRUYN, acting Superintendent of operations of New City Railroad Company, being severally sworn, each for himself, says, that the statements in the annexed report, which has been read to them, at the end thereof, are true and correct, according to the best knowledge, information, and belief.

(Signed) F. VERDIN,
L. D. BRUYN.

Sworn to before me, }
November, 1878. }

T. J. WILES,

Notary Public for Rockland County.

STOCK AND DEBTS.

By charter	\$80,000 00
Subscribed	25,730 00
As by last report	23,330 77
paid in of capital stock	23,330 77
By last report	53,497 74
Of floating debt	53,497 74
Of funded and floating debt	53,497 74

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Land and masonry	\$22,233 09	\$22,233 09
Including iron	50,251 39	50,251 39
Freight stations, buildings and	417 06	417 06
Fences, and fences	2,921 89	2,921 89
Agencies	508 45	508 45
Road and equipment.....	\$76,331 88	\$76,331 88

CHARACTERISTICS OF ROAD.

Length of road	4.50 miles.
in this State	4.50 "
in New York	4.50 "
in this State	4.50 "
track, including sidings .....	.25 "
Weight of car	56 pounds.
Length of road from Nanuet to New City	4.50 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is operated by the Receivers of the New Jersey and New York Railway Company, and the business for the year is included in their report.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.*

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

FLORENCE VERDIN	Clarkstown, N. Y.
SYLVESTER CLARK	Clarkstown, N. Y.
FREDERICK J. WILES	Clarkstown, N. Y.
CHARLES DE BRVOISE.....	Clarkstown, N. Y.
JOHN J. VANDERBILT	Clarkstown, N. Y.
JOHN I. SMITH	Clarkstown, N. Y.
ISAAC GERMONDE	Clarkstown, N. Y.
GEORGE H. PUDKE	Clarkstown, N. Y.
ISAAC VAN NOSTRAND	Clarkstown, N. Y.
I. G. C. SCHMERSAHL	Clarkstown, N. Y.
JOHN W. HUTTON	Clarkstown, N. Y.
DAVID F. DEMAREST.....	Clarkstown, N. Y.
CHARLES W. ROOT	Clarkstown, N. Y.

FLORENCE VERDIN	President and Treasurer.
S. RUSSELL, JR.	Secretary.
L. D. BRUYN	Superintendent.

Communications intended for this company should be addressed, FLORENCE VERDIN, New City, Rockland county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) F. VERDIN, *President.*
LEVI D. BRUYN, *Superintendent.*

(No. 106.)

NEWBURGH, DUTCHESS AND CONNECTICUT.

STATE OF NEW YORK, }
New York County, } ss.:

JNO. S. SCHULTZE, President and Treasurer, and C. L. KIMBALL, acting Superintendent of operations of the Newburgh, Dutchess and Connecticut Railroad Company, being severally sworn, each for himself deposes and says, that the statements

* NOTE—This road is owned by the New Jersey and New York Railway, and the earnings, expenses, etc., are included in their account.

port, which has been signed by each of them, at the end thereof, are according to the best of his knowledge, information, and belief.

(Signed) JNO. S. SCHULTZE,
CHAS. L. KIMBALL.

worn to before me, }
December, 1878. }

JOS. M. BULGER,

Notary Public, New York County.

STOCK AND DEBTS.

by charter.....	\$1,100,000 00
by last report	169,988 08
of floating debt.....	191,958 42

August, 1876, a sale was held, under a decree of foreclosure of the the Dutchess and Columbia Railroad Company, and the property purchased, and subsequently, say on the 8th of January, 1877, the Dutchess and Connecticut Railroad Company was formed by holders of the Dutchess and Columbia Railroad Company, and under the action there have been issued stock and bonds as follows:

the Newburgh, Dutchess and Connecticut Railroad	
amount of.....	\$1,164,500 00
of the same to the amount of.....	715,350 00
the same to the amount of.....	172,000 00
bonds of the same to the amount of.....	150,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and masonry.....	\$174,330 73	\$2,253,984 27
including iron.....		
eight stations, buildings and		
houses, machine shops, ma-		
tures.....		
res, and fences.....	\$174,330 73	\$2,253,984 27
agencies.....		
road.....	\$174,330 73	\$2,253,984 27

CHARACTERISTICS OF ROAD.

.....	58.58 miles.
in this State.....	58.58 "
id.....	58.58 "
id in this State.....	58.58 "
track including sidings.....	8.00 "
er yard, on main track.....	56 pounds.
e-houses and shops.....	3
line of road from Dutchess Junction, N. Y., to Mil-	
.....	58.58 miles.

a certificate of incorporation.
ge bonds are not negotiated, but issued as collateral for a portion of the

All the rolling stock in use on the road is owned by other parties and leased by the company.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	26,899
Number of miles run by freight trains.....	83,103
Number of passengers (all classes) carried in cars.....	66,789
Number of miles traveled by passengers, or number of passengers carried one mile,.....	712,299
Number of tons, of 2,000 pounds, of freight carried in cars.....	110,506
Total movement of freight, or number of tons carried one mile.....	2,319,610
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	19
Rate of speed of same when in motion.....	23
Average rate of speed adopted by freight trains, including stops....	9
Rate of speed of same when in motion.....	15

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	3,535
Of animals	7,358
Of vegetable food.....	2,403
Other agricultural products	2,085
Manufactures	11,090
Merchandise	4,666
Coal.....	37,593
Other articles, including iron ore.....	41,716
Total.....	110,506

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

For first-class through passengers.....	2.63 cents.
For first-class way passengers.....	3 "
For second-class through passengers.....	2.63 "
For second-class way passengers.....	3 "

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$20,150 96	\$5,037 62	\$15,113 34
Repairs of bridges.....	3,536 44	884 06	2,652 38
Repairs of telegraph and docks	2,623 10	.....	2,623 10
Repairs of buildings.....	1,025 23	256 29	768 94
Repairs of fences and gates.....	806 92	201 72	605 20
Taxes on real estate.....	4,144 74	1,036 13	3,108 61
Totals.....	\$32,287 39	\$7,415 82	\$24,871 57
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$6,021 52	\$1,490 50	\$4,531 02
Repairs of passenger and baggage cars.....	3,356 79	3,356 79	.....
Repairs of freight cars.....	3,839 78	.....	3,839 78
Repairs of tools and machinery in shops.....	385 51	96 24	289 17
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	81 84	20 44	61 40
Totals.....	\$13,685 44	\$4,964 07	\$8,721 37

EXPENSES—(Continued).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$4,548 92	\$1,137 20	\$3,411 72
Agents and clerks.....	8,512 25	2,125 44	6,386 81
Labor: loading and unloading freight.....	2,565 08	.....	2,565 08
Porters, watchmen, and switchtenders.....	3,355 92	932 55	2,423 37
Wood and water station attendance.....	742 27	185 57	556 70
Conductors, baggage and brakemen.....	6,213 67	1,516 95	4,696 72
Engineemen and firemen.....	4,546 64	2,151 55	2,395 09
Fuel: cost and labor of preparing for use.....	10,692 59	2,650 61	7,951 98
Oil and waste for engines and tenders.....	830 91	328 91	502 00
Oil and waste for freight cars.....	205 57	.....	205 57
Oil and waste for passenger and baggage cars.....	31 20	31 20	.....
Loss and damage of goods and baggage.....	20 46	.....	20 46
General superintendence.....	7,748 30	1,937 04	5,811 26
Contingencies.....	34,005 31	6,681 99	27,323 32
Totals.....	\$83,929 09	\$19,679 01	\$64,250 08

RAILROAD REPORT.

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SUBDIVISION OF CONTINGENCIES.

Track privileges at Dutchess Junction and Millerton	\$3,200 00
Use of rolling stock	20,000 68
.....	169 76
Freight Dutchess Junction to Newburgh	1,484 70
Freight on river	2,002 63
Freight on river	3,037 32
.....	4,110 22
.....	<u>\$34,005 31</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Load-bed, etc.	\$32,287 39	\$7,415 82	\$24,871 57
Machinery	13,685 44	4,964 07	8,721 37
.....	83,929 09	19,672 01	64,250 08
.....	<u>\$129,901 92</u>	<u>\$32,058 90</u>	<u>\$97,843 02</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Passengers	\$18,094 55
Freight	96,940 62
Other sources	20,787 96
.....	<u>\$135,823 13</u>
Passengers	\$18,094 55
Freight	96,940 62
.....	\$3,135 00
Service	700 00
Material, grass, etc.	2,161 76
.....	12,616 42
On cars	2,174 78
.....	<u>20,787 96</u>
.....	<u>\$135,823 13</u>

OTHER THAN FOR CONSTRUCTION.

Transportation expenses	\$129,901 92
Transfers to surplus fund	5,921 21
.....	<u>\$135,823 13</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN S. SCHULTZE.....	Manchester, N. J.
JOHN N. WHITING	New York.
C. L. KIMBALL	Fishkill-on-Hudson.
R. L. BELKNAP	New York.
WM. S. ENO.....	Pine Plains, N. Y.
W. N. SAYRE	Pine Plains, N. Y.
JEREMIAH EIGHMIE.....	Poughkeepsie, N. Y.
ALBERT EMANS	La Grange, N. Y.
R. G. COFFIN	Washington, N. Y.
A. S. STORME.....	East Fishkill, N. Y.
H. B. WILLETS	Madison, N. J.
OLIVER DAVIDSON.....	East Fishkill, N. Y.
WILLIAM R. SCHULTZE.....	Manchester, N. J.

JOHN S. SCHULTZE President and Treasurer, Moore's Mills, N. Y.

WM. A. WELLS. Secretary, Moore's Mills, N. Y.

C. L. KIMBALL. Superintendent, Dutchess Junction, N. Y.

Communications intended for this company should be addressed, JOHN S. SCHULTZE, President and Treasurer, Moore's Mills, Dutchess county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN S. SCHULTZE, *President and Treasurer.*
CHAS. L. KIMBALL, *Superintendent.*

(No. 107.)

NEW ENGLAND, NEW YORK AND PENNSYLVANIA.

STATE OF NEW YORK, }
New York County, } ss.:

WILLIAM O. McDOWELL and WILLIAM E. VAN NAMEE, Directors of the New England, New York and Pennsylvania Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WILLIAM O. McDOWELL.
WILLIAM E. VAN NAMEE.

Subscribed and sworn to before me, }
this 17th day of January, 1879. }

CHAR. T. MORSON,
Notary Public, New York County.

STOCK AND DEBTS.

by charter	\$10,000,000 00
subscribed	107,400 00
as by last report.	10,740 00
paid in of capital stock.	10,740 00

CHARACTERISTICS OF ROAD.

about	100 miles.
in this State, about	100 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

McDOWELL.	Bloomfield, N. J.
D.	Bloomfield, N. J.
VAN NAMEE.	Bloomfield, N. J.
McDOWELL.	San Francisco, Cal.
E.	New York City.
CRDY, Jr.	New York City.
McDOWELL.	Cedar Grove, N. J.
RD, 2d.	Belleville, N. J.
MORRIS.	Bloomfield, N. J.
COLLINS.	Bloomfield, N. J.
SMITH.	New York City.
LDWELL.	Greenwood Lake, N. Y.
SAPORTAS.	New York City.

tors not organized. No officers elected.

s intended for this company should be addressed, WILLIAM O.
7 Courtlandt street, New York.

ed have caused the foregoing statements to be prepared by the
d agents of this company, from the books and records, and have
s far as practicable, and believe them to be correct.

(Signed) WILLIAM O. McDOWELL,
WILLIAM E. VAN NAMEE,
Directors.

(No. 108.)

NEW JERSEY AND NEW YORK.

NEW YORK, }
city, } ss.:

ERSON, Receiver, and LEVI D. BRUYN, acting Superintendent of
New Jersey and New York Railway Company, being severally
himself deposes and says, that the statements in the annexed report,

which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) DAVID P. PATTERSON,
LEVI D. BRUYN.

Subscribed and sworn to before me, }
this 2d day of December, 1878. }

A. W. GLEASON,

Notary Public, Kings Co. (certificate filed in N. Y. Co.).

STOCK AND DEBTS.

*Capital stock, as by charter.....	
Amount paid in, as by last report.....	\$1,187,400 00
Total amount now paid in of capital stock.....	1,187,400 00
Funded debt, as by last report.....	1,034,500 00
Total amount now of funded debt.....	1,034,500 00
Floating debt, as by last report.....	416,813 71
The amount now of floating debt.....	416,813 71
Total amount now of funded and floating debt.....	1,451,313 71
Average rate, per annum, of interest on funded debt.....	7 per cent.

This road being operated by receivers, the above items are duplicated from report of 1877, and the receivers, not having full possession of the accounts relating thereto, do not certify to their correctness.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$921,724 88	\$921,730 65
For bridges.....	61,989 10	61,989 10
Superstructure, including iron.....	1,205,722 14	1,205,722 14
Passenger and freight stations, buildings and fixtures.....	42,536 35	43,073 96
Engine and car-houses, machine shops, machinery and fixtures.....	3,277 37	3,348 00
Land, land damages, and fences.....	80,728 36	80,943 64
Locomotives and fixtures, and snow plows.....	97,461 84	97,461 84
Passenger and baggage cars.....	113,371 91	124,026 35
Freight and other cars.....	16,890 25	18,362 74
Engineering and agencies.....	44,701 90	44,701 90
Total cost of road and equipment.....	\$2,588,404 10	\$2,601,360 52

* NOTE.—By Chap. 118, Laws of 1875, this company, a New Jersey corporation, was authorized to extend their road to a point on the Wallkill Valley Railroad in this State. No articles of association are on file.

State Engineer and Surveyor.

CHARACTERISTICS OF ROAD.

.....	31.50 miles.
in this State.....	14.50 "
aid.....	31.50 "
aid in this State.....	14.50 "
track, including sidings.....	5.75 "
es owned by the company, laid.....	4.50 "
track laid on same.....	.25 "
er yard, on main track.....	60 pounds.
ne-houses and shops.....	2
es.....	5
class passenger cars.....	20
ht cars, including coal cars.....	20
ine of road from Erie Junction to Stony Point.....	31½ miles.

OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

s run by passenger trains.....	132,003
s run by freight trains.....	26,336
engers (all classes) carried in cars.....	411,947
aveled by passengers, or number of passengers	
le.....	5,767,258
of 2,000 pounds of freight carried in cars.....	50,186
of freight, or number of tons carried one mile.....	980,037
speed adopted by ordinary passenger trains, includ-	
s per hour).....	21
same when in motion.....	35
speed adopted by express trains, including stops...	25
same when in motion.....	40
speed adopted by freight trains, including stops....	12
same when in motion.....	16
in tons, of passenger trains, exclusive of passengers	
.....	95
in tons, of freight trains, exclusive of freight.....	190

AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

of the forest.....	5,782
.....	1,129
d.....	3,256
al products.....	2,343
.....	7,871
.....	8,264
.....	17,105
.....	4,436
.....	50,186

ARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

rough passengers.....	1.75 to 2.75 cts.
y passengers.....	3 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation. :
Repairs of road-bed and railway, excepting cost of iron	\$14,026 66	\$10,520 00	\$3,506 66
Repairs of bridges	65 93	49 45	16 48
Repairs of telegraph	372 28	279 21	93 07
Cost of iron used in repairs	817 66	613 25	204 41
Repairs of buildings	386 63	289 97	96 66
Repairs of fences and gates	79 56	59 67	19 89
Taxes on real estate	2,109 77	1,582 83	527 44
Totals	\$17,858 49	\$13,393 88	\$4,464 61
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$5,693 01	\$4,269 01	\$1,423 00
Repairs of passenger and baggage cars	4,177 49	4,177 49	.....
Repairs of freight cars	984 20	.....	984 20
Repairs of tools and machinery in shops	224 86	168 64	56 22
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	2,347 54	1,760 65	586 89
Totals	\$13,426 10	\$10,375 79	\$3,050 31

OPERATING THE ROAD.		ALLOTTED TO	
	Amount.	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$1,408 04	\$1,056 03	\$352 01
Agents and clerks.....	16,833 05	12,624 79	4,208 26
Labor : loading and unloading freight.	9,531 66	.....	9,531 66
Porters, watchmen, and switchtenders	2,534 81	1,901 11	633 70
Wood and water station attendance.....	511 71	383 78	127 93
Conductors, baggage and brakemen.....	12,920 19	9,240 14	3,680 05
Enginemen and firemen.....	7,942 44	5,956 83	1,985 61
Fuel : cost and labor of preparing for use..	14,726 63	11,044 97	3,681 66
Oil and waste for engines and tenders.....	1,817 82	1,363 37	454 45
Oil and waste for freight cars.....	250 75	.....	250 75
Oil and waste for passenger and baggage cars.....	740 34	740 34	.....
Loss and damage of goods and baggage.....	21 62	16 22	5 40
Damage for injuries of persons.....	40 50	30 37	10 13
General superintendence.....	2,400 00	1,800 00	600 00
Contingencies.....	21,518 98	16,139 24	5,379 74
Totals	\$92,588 54	\$62,297 19	\$30,291 35

SUBDIVISION OF CONTINGENCIES.

Rent of locomotive.....	\$9,450 00
Office, legal expenses, etc.....	6,257 06
Incidentals.....	2,824 03
Cleaning and inspecting cars.....	1,896 44
Rent.....	771 53
Insurance.....	212 05
Mail expenses.....	180 00
Service of cars.....	127 27
Total.....	\$21,518 98

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.	\$17,858 49	\$13,393 88	\$4,464 61
Repairs of machinery	13,426 10	10,375 79	3,050 31
Operating	92,588 54	62,297 19	30,291 35
Totals	\$123,873 13	\$86,066 86	\$37,806 27

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$108,706 39
From freight.....	47,458 23
From other sources	5,172 53
Total	\$161,337 15

2d. RECEIPTS.

From passengers	\$108,706 39
From freight.....	47,458 23
Express.....	\$2,744 09
Mail.....	1,994 42
Telegraph	334 02
Newspapers	100 00
	5,172 53
Total	\$161,337 15

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$123,873 13
For interest	1,276 11
To payments to surplus fund	1,450 32
Erie Railway tolls *	33,737 59
Hackensack Railroad rent †.....	1,000 00
Total	\$161,337 15

* NOTE.—For use of Erie Railway track, between Erie Junction and Jersey City, and also their ferry.

† A New Jersey Corporation.

State Engineer and Surveyor.

ACCIDENTS.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1*	....	1	....
.....	1	....	....	....	1	....
.....	1	....	1	....	2	....

a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the person, as follows:

man, supposed, from papers found on his person, to be George of Hudson County, N. J., Alma-house, while lying on Erie Rail-Penn Horn, N. J., was run over and killed by train No. 12. J. C. or; D. C. Marean, engineer. He was discovered by engineer when in. Coroner's verdict attached no blame to employes. Thomas O. Connell, brakeman, while setting a brake, on train No. 23, north of Haverstraw, N. Y., lost his balance, fell, and was run over and killed. A. W. Campbell, conductor; Levi Conklin, engineer. Coroner's verdict rendered a verdict of accidental death.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Hillsdale, N. J.
.....	Jersey City, N. J.
.....	Hackensack, N. J.
.....	Westwood, N. J.
.....	Oradell, N. J.
.....	Newburgh, N. Y.
.....	Park Ridge, N. J.
.....	Paterson, N. J.
.....	New York.
.....	New York.
.....	Goshen, N. Y.

PATTERSON	President, 84 Broadway, New York.
C. DEMING	Secretary, 84 Broadway, New York.
BRUYN	{ Engineer and Supt., Jersey City. P. O. box 37.

and V. P. Lary were appointed receivers, September 19, 1876, there has been no election for directors or officers.

Communications intended for this company should be addressed, Receivers, New York Railway Company, No. 84 Broadway, New York city.

The undersigned have caused the foregoing statements to be prepared by the agents of this company, from the books and records, and have as far as practicable, and believe them to be correct.

(Signed) DAVID P. PATTERSON, Receiver.
LEVI D. BRUYN, Superintendent.

(No. 109.)

NEW YORK AND ALBANY.

STATE OF NEW YORK, }
 Albany City and County, } ss.:

JOSEPH H. RAMSEY, President, and WILLIAM L. M. PHELPS, Secretary of the New York and Albany Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. H. RAMSEY,
 W. L. M. PHELPS.

Subscribed and sworn to before me, }
 this 23d day of December, 1878. }

T. E. McCLURE,
 Commissioner of Deeds, Albany, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$5,000,000 00
Amount of stock subscribed	156,100 00
Amount paid in, as by last report.	15,610 00
Total amount now paid in of capital stock.	45,514 17

This company has no debts to the knowledge of the officers, except for services and disbursements of its officers, and for attorney and counsel fees to J. G. Runkle, which have not been adjusted.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$4,709 90	\$4,709 90
Land, land damages, and fences	15,564 84	15,564 84
Engineering and agencies.	25,239 43	25,239 43
Total cost of road and equipment	\$45,514 17	\$45,514 17

CHARACTERISTICS OF ROAD.

Length of road	146 miles.
Length of projected main line of road from Albany to Jersey City...	146 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOSEPH KENNEDY.....	New York.
JOHN.....	New York.
JOHN.....	New York.
JOHN.....	Rondout.
JOHN.....	Albany.
JOHN.....	Albany.
JOHN.....	Albany.
JOHN.....	Albany.
JOHN.....	Albany.
JOHN.....	Albany.

JOHN.....	President.
JOHN.....	Treasurer.
JOHN.....	Secretary.
JOHN.....	Engineer.

Persons intended for this company should be addressed, Albany, N. Y.

Persons have caused the foregoing statements to be prepared by the
agents of this company, from the books and records, and have
as far as practicable, and believe them to be correct.

(Signed) J. H. RAMSEY, *President.*
W. L. M. PHELPS, *Secretary.*

(No. 110.)

NEW YORK, BAY RIDGE AND JAMAICA.

NEW YORK, }
County, } ss.:

F. DUNTON, Treasurer, and ISAAC D. BARTON, Superintendent of opera-
tion New York, Bay Ridge and Jamaica Railroad Company, being severally
examined and sworn, depose and say, that the statements in the annexed report,
signed by each of them, at the end thereof, are true and correct,
to the best of his knowledge, information, and belief.

(Signed) F. W. DUNTON,
I D. BARTON.

Sworn to before me, }
of November, 1878. }

ALFRED C. CHAPIN,
Notary Public.

STOCK AND DEBTS.

Capital by charter.....	\$300,000 00
Capital subscribed.....	300,000 00
Capital, as by last report.....	102,540 00
Now paid in of capital stock.....	150,000 00

Funded debt, as by last report	\$182,200 00
Total amount now of funded debt.....	200,000 00
Floating debt, as by last report.....	88,065 74
Total amount now of funded and floating debt.....	200,000 00
Average rate, per annum, of interest on funded debt	7 per ct. gold.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$83,425 59	\$97,301 35
Superstructure, including iron	70,743 08	81,472 86
Passenger and freight stations, buildings and fixtures	10,433 03	15,128 80
Engine and car houses, machine shops, machinery and fixtures	4,469 74	5,206 67
Land, land damages, and fences	103,751 63	105,209 22
Engineering and agencies	10,187 07	10,247 07
Total cost of road and equipment.....	\$283,010 14	\$314,566 47

This road is leased to and operated by the New York and Manhattan Beach Railway Company.

CHARACTERISTICS OF ROAD.

Length of road.....	10 miles.
Length of road in this State.....	10 "
Length of road laid.....	8.16 "
Length of road laid in this State.....	8.16 "
Length of double track, including sidings	2.87 "
Weight of rail, per yard, on main track.....	56 & 40 lbs.
Number of engine-houses and shops	1
Length of main line of road from Bay Ridge to New Lots road	8.16 miles.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From other sources.....	\$35,000 00
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2d. RECEIPTS.

Rental of road, stations, buildings, etc.....	\$35,000 00
-----------------------------------------------	-------------

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest.....	\$14,000 00
For dividends—7 per cent.....	21,000 00

Total	\$35,000 00
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

IN	Brooklyn.
UPHAM.....	Boston.
HOUSE.....	Brooklyn.
FLINT.....	Boston.
JOHNSON	Jamaica.
ULKNER.....	Keene, N. H.
ORRIN	New York.
DALL	Brooklyn.
J. Dow	Brooklyn.
BARTON.....	New York.
UTNAM.....	Boston, Mass.
ON.....	New York.
ERWOOD	New Rochelle.

IN	President.
DUNTON	Treasurer and Secretary.
ARDOZO	Engineer.
BARTON	Superintendent and General Manager.

ings intended for this company should be addressed, New York,
Jamaica Railroad Company, No. 61 Broadway, New York.

ned have caused the foregoing statements to be prepared by the
and agents of this company, from the books and records, and have
as far as practicable, and believe them to be correct.

(Signed) FREDERICK W. DUNTON, *Treasurer*,
ISAAC D. BARTON, *Superintendent*.

(No. 111.)

NEW YORK, BROOKLYN AND SEA SHORE.

NEW YORK, }
of New York, } ss.:

ence, Treasurer of the New York, Brooklyn and Sea Shore Railroad
sworn, deposes and says, that the statements in the annexed report,
signed by him, at the end thereof, are true and correct, according to
knowledge, information, and belief.

(Signed) SAMUEL LAWRENCE.

sworn to before me, }
of November, 1878. }

E. F. DALY,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$700,000 00
Amount of stock subscribed	91,700 00
Amount paid in, as by last report.	62,000 00
Total amount now paid in of capital stock	62,000 00
Funded debt, as by last report	15,000 00
Total amount now of funded debt.	18,500 00
Floating debt, as by last report.	15,000 00
The amount now of floating debt.	23,650 00
Total amount now of funded and floating debt.	42,100 00
Average rate, per annum, of interest on funded debt.	7 per cent.

No work whatever has been done since last report. Increase in funded debt is caused by issue of \$3,500 in bonds, in payment of debts of the company.

Floating debt is made up of notes outstanding.	\$20,535 60
Account of right of way and small amounts due by the company.	3,064 40
	<u>\$23,600 00</u>

Four thousand eight hundred dollars, included in notes outstanding, were given in payment of a locomotive, which has since been taken back by owners, but notes have never been returned.

Sixty thousand dollars, of \$91,700 stock subscribed, and which was mentioned in last report as paid account of right of way, was given in consideration of right of way across Jamaica bay, this company agreeing to commence work within a specified time. The time has elapsed, no work has been done, and the right, under such agreement, has been forfeited. This is an explanation of \$91,700 stock mentioned as subscribed herein.

CHARACTERISTICS OF ROAD.

Length of main line of road from East river, in city of Brooklyn, to Far Rockaway, L. I., about	<u>20 miles.</u>
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

CHAS. E. BOBERT	New York.
MATTHEW DALY	New York.
HIRAM JOHNSON	Brooklyn.
CHARLES F. MCLEAN	New York.
FREDERICK M. KELLEY	New York.
SAMUEL LAWRENCE	New York.
JAMES RODWELL	Brooklyn.

CHAS. E. BOBERT	President.
SAMUEL LAWRENCE	Treasurer.
HIRAM JOHNSON	Secretary.

Communications intended for this company should be addressed, HIRAM JOHNSON, Secretary, No. 64 Broadway, New York.

The undersigned has prepared the foregoing statements, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) SAMUEL LAWRENCE, *Treasurer.*

(No. 112.)

NEW YORK AND CANADA,

LESSOR.

NEW YORK, } ss.:
County, }

John A. Pattison, Secretary and Treasurer of the New York and Canada Railroad Company, duly sworn, deposes and says, that the statements in the annexed report have been signed by him, at the end thereof, are true and correct, to the best of his knowledge, information, and belief.

(Signed) JAMES C. HARTT. J.

Sworn to before me, }
this 1st day of November, 1878, }

JOHN A. PATTISON,

Notary Public, Kings County.

STOCK AND DEBTS.

Capital stock by charter	\$4,000,000 00
Subscribed	4,000,000 00
As by last report	4,000,000 00
Now paid in of capital stock	4,000,000 00
As by last report	4,000,000 00
Now of funded debt	4,000,000 00
As by last report	262,594 93
Now of floating debt	26,938 68
Now of funded and floating debt	4,026,938 68
Per annum, of interest on funded debt	6 p. c. gold.

Leased in perpetuity to the Delaware and Hudson Canal Company.
will be reported by the latter company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Land and masonry	\$4,923,907 12	\$4,923,570 82
.....	405,012 44	405,012 44
Including iron	2,085,208 04	2,085,208 04
Freight stations, buildings and	67,956 00	67,963 10
Car houses, machine-shops, ma-	33,014 71	33,014 71
tures	431,791 22	446,981 35
Tracks, and fences	309,832 51	309,927 01
Telegraph agencies	6,338 75	6,441 30
.....		
Cost of road and equipment	\$8,263,060 79	\$8,278,118 77

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. RECEIPTS.

Delaware and Hudson Canal Company, rent	\$120,589 64
Advanced by lessee	116,773 09
Total	<u>\$237,362 73</u>

2d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest	<u>\$237,362 73</u>
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ISAAC V. BAKER	Comstocks, N. Y.
THOMAS DICESON	Scranton, Pa.
LE GRAND B. CANNON	New York.
JAMES C. HARTT	New York.
JAMES ROOSEVELT	New York.
ABIEL A. LOW	New York.
JAMES M. HALSTED	New York.
JAMES R. TAYLOR	New York.
RODMAN G. MOULTON	New York.
WILLIAM W. COOKE	Whitehall, N. Y.
COE F. YOUNG	Honesdale, Pa.
ANDREW WILLIAMS	Plattsburgh, N. Y.
CHRISTOPHER C. NORTON	Plattsburgh, N. Y.

ISAAC V. BAKER	President.
JAMES C. HARTT	Treasurer and Secretary.
CHARLES W. WENTZ	Engineer.
THEODORE VOORHIES	Superintendent.

Communications intended for this company should be addressed, care of Delaware and Hudson Canal Company, New York City.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. C. HARTT, *Sec. and Treas.*

(No. 113.)

NEW YORK AND CANADA,

LESSEE.

STATE OF NEW YORK, }
New York County, } ss.:

JAMES C. HARTT, Treasurer of the Delaware and Hudson Canal Company, lessee of the New York and Canada Railroad, being duly sworn, deposes and says, that the

annexed report, which has been signed by him, at the end thereof, and is true, according to the best of his knowledge, information, and belief.

(Signed) JAMES C. HARTT.

Sworn to before me, }
November, 1878. }

JOHN A. PATTISON,

Notary Public, Kings County.

CHARACTERISTICS OF ROAD.

.....	112.93 miles.
in this State.....	112.93 "
.....	112.93 "
in this State.....	112.93 "
track, including sidings.....	13.34 "
owned by the company, laid.....	37 "
track laid on same.....	2.89 "
er yard, on main track.....	62 pounds.
ne-houses and shops.....	}
ces.....	
class passenger cars.....	
nd-class and emigrant passenger cars.....	
age, mail, and express cars.....	
nt cars, including coal cars.....	}
ce cars.....	
ine of road from Lake Champlain to Rouse's Point,	112.93 miles.

OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

run by passenger trains.....	174,882
run by freight trains.....	118,750
engers (all classes) carried in cars.....	101,344
traveled by passengers, or number of passengers	
e.....	4,158,108
of 2,000 pounds, of freight carried in cars.....	223,716
of freight, or number of tons carried one mile.....	11,355,983
speed adopted by ordinary passenger trains, includ-	
s per hour).....	24
same when in motion.....	23
speed adopted by express trains, including stops...	30
same when in motion.....	33
speed adopted by freight trains, including stops....	10
same when in motion.....	16
in tons, of passenger trains, exclusive of passengers	
.....	110
in tons, of freight trains, exclusive of freight.....	230

AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

of the forest,.....	6,980
.....	5,035
.....	10,733
.....	9,372
l products.....	44,535
.....	12,198
.....	23,486
.....	111,377
.....	223,716

* Included in Hensselaer and Saratoga Railroad report.

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

For first-class through passengers.....	27 cents.
For first-class way passengers.....	4 "
For emigrant through passengers.....	11 "

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS.

From passengers	\$187,853 24
From freight	213,225 73
From other sources	886 57
Total	\$401,965 54

2D. RECEIPTS.

From passengers	\$187,853 24
From freight	213,225 73
Rents	\$547 25
Telegraph.....	339 32
Total	\$401,965 54

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses *.....	\$281,375 00
For interest	237,362 73
Total	\$518,738 03

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ABIEL A. LOW.....	New York.
ROBERT LENOX KENNEDY.....	New York.
JAMES M. HALSTED	New York.
LE GRAND B. CANNON.....	New York.
GEORGE CAROT WARD.....	New York.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
JAMES R. TAYLOR.....	New York.
THOMAS DICKSON.....	Scranton, Pa.
JOHN JACOB ASTOR.....	New York.
THOMAS CORNELL	Rondout, N. Y.
LEVI P. MORTON	New York.
J. PIERPONT MORGAN.....	New York.
ROBERT S. HONE.....	New York.

THOMAS DICKSON	President.
JAMES C. HARTT	Treasurer.
GEORGE L. HAIGHT.....	Secretary.
CHARLES W. WENTZ.....	Engineer.
COR F. YOUNG	General Manager.

Communications intended for this company should be addressed, New York City.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JAMES C. HARTT, *Treasurer.*

* Being seventy per cent of earnings allowed to Delaware and Hudson Canal Company, Rensselaer and Saratoga Division, for operating expenses and maintenance.

(No. 114.)

NEW YORK CENTRAL AND HUDSON RIVER.

NEW YORK, } ss.
County, }

CLARKE, Treasurer, and JAMES TILLINGHAST and JOHN M. TOUCEY, act-
 ual agents of operations of the New York Central and Hudson River
 Railroad Company, being severally sworn, each for himself deposes and says, that
 the foregoing is a true and correct, according to the best of his knowledge, informa-

(Signed) C. C. CLARKE,
 J. TILLINGHAST,
 J. M. TOUCEY.

sworn to before me, }
 of December, 1878. }

ISAAC P. CHAMBERS,

Notary Public, New York County.

STOCK AND DEBTS.

.....	\$89,428,300 00
by last report.....	89,801,233 33
of funded debt	39,801,233 33
trages given or assumed by the company upon pur- chase of real estate.....	632,050 56
per annum, of interest on funded debt.....	6½ per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and masonry	\$19,501,106 83	\$19,543,814 40
.....	2,528,026 21	2,528,026 21
including iron.....	29,119,425 68	29,216,925 68
freight stations, buildings and car houses, machine shops, ma- chinery, fixtures.....	11,926,328 49	12,136,709 89
engines, and fences.....	11,968,899 31	12,469,817 91
of fixtures, and snow plows	5,988,903 51	5,868,486 79
baggage cars	1,764,143 82	1,628,292 79
passenger cars	10,115,901 93	10,233,626 93
and agencies	2,999,473 27	2,999,473 27
.....	16,985 00	.....
able equipage.....	4,293 10	.....
Lake Ontario railroad.....	150,000 00	150,000 00
Niagara Falls railroad.....	658,921 56	658,921 56
.....	400,000 00	400,000 00
Hudson River railroad.....	2,000,000 00	2,000,000 00
of road and equipment	\$99,142,408 71	\$99,894,095 43

CHARACTERISTICS OF ROAD.

Length of road.....	} See statement on pages following.
Length of road in this State	
Length of road laid	
Length of road laid in this State	
Length of double track, including sidings.....	
Length of branches owned by the company, laid.....	
Length of double track laid on same.....	
Weight of rail, per yard, on main track (all steel)	65 pounds.
Number of engine-houses and shops.....	81
Number of engines.....	587
Number of dummies.....	8
Number of first-class passenger cars	381
Number of second-class and emigrant passenger cars.....	85
Number of baggage, mail, and express cars.....	212
Number of freight cars, including coal cars	15,964
Length of main line of road from New York to Buffalo.....	441.75 miles

LENGTH OF ROAD.

Hudson River Division.

		Miles
New York to East Albany.....		144.00
OWNED.	Second track	144.00
	Third track	16.93
	Miles of line.....	304.93
	Turnouts.....	45.07
Total miles of track		350.00

New York Central Division.

Albany to Buffalo.....		297.75
OWNED.	Schenectady Junction to Athens	40.29
	Troy to Schenectady.....	21.00
	Syracuse to Rochester, via Auburn	104.00
	Batavia to Attica	11.00
	Rochester to Niagara Falls.....	74.75
	Lockport Junction to Tonawanda	12.25
	Rochester Junction to Charlotte	6.88
	Buffalo to Lewiston.....	28.25
	Miles of road.....	596.11
	Second track on main line.....	297.75
	Second track, Rochester to Niagara Falls.....	19.55
	Second track, Buffalo to Lewiston.....	4.00
	Third track, Albany to Rochester.....	222.19
	Fourth track, Albany to Rochester.....	222.19
	Third track, Rochester to Buffalo	16.50
	Fourth track, Rochester to Buffalo	3.08
Miles of line		1,380.93
Turnouts.....		399.00
Miles of track		1,779.93

RAILROAD REPORT.

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and Greenbush road.....	6.00	
track.....	6.00	
of line.....	12.00	
and Dayvil and Port Morris road.....	6.04	
track.....	6.04	
of line.....	12.08	
and Bridge and Canandaigua road.....	98.46	
ts.....	5.50	
of line.....	103.96	
road (Buffalo).....	7.67	
track.....	7.67	
ts.....	1.24	
	8.91	
of line.....	16.58	
and Junction road.....	7.81	
track.....	7.81	
of line.....	15.62	
and Harlem road.....	126.96	
track.....	22.44	
track.....	3.85	
track.....	3.85	
ts.....	30.61	
	60.75	
of line.....	187.71	
Mahopac (branch of Harlem).....	7.09	

ated recapitulation of tracks on next page.]

RECAPITULATION.

LINES OWNED.	LINES OWNED.						Total miles of track.
	Road, miles of.	Second track, miles of.	Third track, miles of.	Fourth track, miles of.	Turnouts, miles of.		
New York to East Albany	144.00	144.00	16.93	.....	45.07		350.00
Albany to Buffalo	297.75	297.75	238.19	225.27	399.02		1,457.98
Totals	441.75	441.75	255.12	225.27	444.09		1,807.98
Branches	298.42	23.55	.....	.....	*		321.97
Totals	740.17	465.30	255.12	225.27	444.09		2,129.95
LINES LEASED.							
Troy and Greenbush	6.00	6.00	.....	.....	.....		12.00
Niagara Bridge and Canastotaigua	98.46	.....	.....	.....	6.80		103.96
Spuyten Duyvil and Port Morris	6.04	6.04	.....	.....	.....		12.08
Junction (Buffalo)	7.67	7.67	.....	.....	1.24		16.58
Syracuse Junction	7.81	7.81	.....	.....	.....		15.62
New York and Harlem	126.96	22.44	3.85	3.85	30.61		187.71
Lake Mahopac	7.09	.....	.....	.....	.....		7.09
Totals	260.63	49.96	3.86	3.85	37.35		355.04
Grand totals	1,000.20	515.26	258.97	229.12	481.44		2,484.99

This company has also operated the Dunkirk, Allegheny Valley and Pittsburgh Railroad, 104 miles, under lease, from December 1, 1872, the mileage, earnings, and operations of which are not included herein, as separate accounts have been kept and a separate report made.

* Turnouts included in second track.

SUMMARY.

.....	740.17 miles.	
.....	465.30 "	
.....	255.12 "	
.....	225.27 "	
.....	444.09 "	
	<hr/>	2,129.95 miles.
.....	260.03 miles.	
.....	49.96 "	
.....	3.85 "	
.....	3.85 "	
.....	37.35 "	
	<hr/>	355.04 "
		<hr/>
		2,484.99 miles.
		<hr/>

OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

run by passenger trains	4,888,562
run by freight trains	11,109,497
run by switch and work trains	4,401,501
passengers (all classes) carried in cars	8,927,565
traveled by passengers, or number of passengers	300,302,140
of 2,000 pounds, of freight carried in cars:	
company's freight	480,122
.....	7,695,413
of freight, or number of tons carried one mile:	
company's freight	41,600,236
.....	2,042,755,132
speed adopted by ordinary passenger trains, including stops	25
same when in motion	30
speed adopted by express trains, including stops	30
same when in motion	35
speed adopted by freight trains, including stops	12
same when in motion	15
in tons, of passenger trains, exclusive of passengers	150
in tons, of freight trains, exclusive of freight	500

AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

of the forest	415,565
.....	1,024,071
.....	2,628,190
products	597,388
.....	812,882
.....	542,566
.....	872,436
.....	802,315
.....	<hr/>
.....	7,695,413
.....	<hr/>

FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES

PER MILE, AS FOLLOWS:

rough passengers	2.01 cents.
y passengers	2 and 2.50 cts.
through passengers	1.56 cents.
way passengers	1.70 "
rough passengers	1.13 "
y passengers	1.18 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.	\$1,355,232 30	\$420,122 01	\$935,110 29
Cost of iron used in repairs.	322,403 57	99,945 72	222,459 85
Repairs of buildings.	227,716 49	70,592 11	157,124 38
Repairs of fences and gates.	42,994 03	13,328 33	29,666 80
Taxes on real estate.	924,506 26	286,596 94	637,909 32
Totals.	\$2,872,855 25	\$890,585 11	\$1,982,270 14
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$959,544 97	\$297,458 94	\$662,086 03
Repairs of passenger and baggage cars.	487,500 19	487,500 19	.....
Repairs of freight cars.	1,256,823 94	.....	1,256,823 94
Repairs of tools and machinery in shops.	74,560 28	23,113 68	51,446 60
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.	159,601 15	49,476 35	110,124 80
Totals.	\$2,937,530 53	\$857,549 16	\$2,079,981 37

RAILROAD REPORT.

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	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$61,245 99	\$18,986 25
Agents and clerks.....	1,027,032 16	318,379 96
Labor: loading and unloading freight	1,110,689 39	1,110,689 39
Porters, watchmen, and switchtenders	583,557 23	180,902 74
Wood and water station attendance	49,927 14	15,477 41
Conductors, baggage and brakemen	764,956 96	237,136 68
Enginemen and firemen	1,097,758 67	340,305 18
Fuel: cost and labor of preparing for use	1,896,463 51	618,903 68
Oil and waste.....	304,119 29	94,276 95
Loss and damage of goods and baggage	67,266 72	748 90
Damage for injuries of persons.....	50,516 02	87,887 01
Hauling freight cars in New York city	48,516 55	.....
Damage to property, including damages by fire and cattle killed on road.	24,753 10	7,673 46
Lightage and cartage	772,708 47	.....
General superintendence	137,024 58	42,477 61
Rents paid	364,865 34	113,108 25
Contingencies	190,470 51	59,045 85
Freight car service.....	1,673,719 99	.....
Totals.....	\$10,325,591 55	\$2,085,809 91

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$9,872,856 25	\$890,585 11	\$1,982,270 14
Repairs of machinery.....	2,037,530 53	857,549 16	2,079,981 37
Operating.....	10,325,591 55	2,085,809 91	8,240,281 64
Totals.....	\$16,135,977 33	\$3,833,444 18	\$12,302,533 15

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$6,022,955	65
From freight.....	19,045,829	71
From other sources.....	3,841,769	82
Total.....	\$28,910,555	18

2d. RECEIPTS.

From passengers.....	\$6,022,955	65
From freight.....	19,045,829	71
Car service.....	\$884,462	46
Rents.....	1,244,358	83
Mail service.....	441,143	43
Telegraph.....	6,535	77
Interest.....	384,092	42
Use of road.....	229,721	10
Miscellaneous.....	647,455	81
Total.....	\$28,910,555	18

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$16,135,977	33
For interest.....	2,796,576	35
For dividends on stock — amount and rate per cent — 8 per cent,	7,119,528	00
To rent of other lines.....	1,939,555	70
Balance.....	898,917	80
Total.....	\$28,910,555	18

ACCIDENTS.

CAUSE OF ACCIDENT.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Fell from cars, engines, or platforms.....	2	2	6	15	11	6	19	23
Jumping on or off cars or engines in motion.....		2	2	....	5	29	7	31
Walking, lying, sitting, or being on the track.....		....	7	4	47	30	54	34
Coupling or switching cars, or at work around them.....		....	2	28	....	....	2	28
Putting arms or heads out of windows, or stones thrown in windows.....		2	....	....	....	....	....	2
Collisions, or cars or engines thrown from track.....		5	6	5	1	2	7	12
Striking bridges, arches, or tunnels.....		....	4	13	1	3	5	16
Crossing track in front of engines or trains.....		....	1	1	15	22	16	23
Found dead on track.....		....	....	....	17	....	17	....
Explosions.....		....	....	....	....	1	....	1
Suicide, or attempted suicide.....		....	....	....	1	1	1	1
Totals.....	2	11	28	66	98	94	128	171

ing is a statement of the date of each accident, the place where it occurred, and the extent of the injuries inflicted upon each person, and the name of person, as follows :

- r 1. John Kearns,* standing on track at Dewitt depot, watching a passing truck by another train and killed.
- r 3. James Early,* switching off cars at Akron Cement Works, struck by r train ; small bone leg and toe broken.
- r 4. John H. Kenney,* switch left wrong and train thrown from track, der engine ; supposed instantly killed ; Clyde station.
- r 4. James Bennett,* engine thrown from track by a misplaced switch, at ally injured ; afterwards died.
- r 6. J. B. Mitchell, west of iron bridge, Palatine, trying to get on a freight between cars ; one arm and leg cut off.
- r 9. Timothy Ford, Forty-fifth street and Eleventh avenue, New York City, from freight train in motion, fell ; had his right leg fractured ; afterwards ed.
- r 10. Joseph Haffner, Water street crossing, Rochester, jumping on to in motion, fell ; foot badly crushed ; afterwards amputated.
- r 10. M. A. Murphy,* at Brockport, pulling pin to disconnect engine from el caught in guard rail and track ; badly bruised ; no bones broken.
- r 11. Martin Ratchford, near Fort Montgomery tunnel, walking on track, y train ; instantly killed.
- r 11. Patrick Kearney, near Fort Montgomery tunnel, walking on track hford, struck by same train ; not much injured.
- r 12. John H. Wheeler,* at Newark, overhead railroad bridge, while on ain, struck same ; badly injured.
- r 13. William Delaney, at Yonkers, trying to get on train in motion, fell ; toes cut off.
- r 14. James Carr, at Herkimer, trying to get on moving freight train, fell ; badly crushed ; lock-jaw followed ; died next day ; he was intoxicated at
- r 14. Wallace Thatcher, at Sixty-fifth street and Eleventh avenue, New y, was standing on top of freight car, was struck and knocked off by bridge ; een the cars and was killed.
- r 15. Harvey Schreyer, between One Hundred and Sixty-fifth and One and Sixty-sixth streets, walking on track, struck by engine, and badly New York City.
- r 15. Unknown man, near Churchville, found dead on track.
- r 17. John Murlius, at Fifty-first street and Eleventh avenue, found dead New York City.
- r 17. George Wepperstein, between Hastings and Dobbs' Ferry, found on h one leg broken.
- r 19. William Castle, at Fonda, N. Y., trying to get on freight train in ell ; had one leg run over, and was afterwards amputated.
- r 19. John Dunham, at Waterloo, walking on track, struck by engine, and killed.
- r 23. Thomas Harris, at Mott Haven station, crossing track in front of ast badly injured.
- r 25. Charles A. D. Smith, at Sexton street, Rochester ; he was playing

* Employees.

with other boys ; went under car in motion, fell ; had both legs run over near afterwards died.

October 25. Unknown man, at Victor station, while a passenger, passing train, fell between cars, and died from injuries received.

October 27. John Conley,* at Amherst street crossing, at Black Rock, struck on track, run over by engine and killed.

October 28. Mrs. Catharine Russell, at Hastings, crossing track in front of struck and killed.

October 29. Libbie S. Nosberry, east of Lockport, walking on track, passenger deranged, struck by engine ; afterwards died.

October 31. Patrick Scanlon, Frankfort station, walking upon track, struck freight train, badly injured ; afterwards died.

November 2. Fred. Kuner,* at Thirtieth street and Eleventh avenue, New York City, while applying brake on hay car, slipped and fell, sprained his hand, injured internally.

November 3. David Parcisa, at East Albany, found on track with both legs off ; afterwards died.

November 4. Thomas McCann, at Seventy-fourth street and Eleventh avenue, New York City, walking on track, struck by train, had collar bone broken.

November 4. Mrs. John Barth, east of Grimesville, walking on track, moving both ways, struck and killed.

November 5. John Fitzgerald,* at Manhattanville, coupling cars, had his hand badly hurt.

November 6. A. Dratt, at Lyons station, while a passenger, going through train, fell between cars in motion and killed.

November 6. Emil Schoenleber, at Sixty-fifth street and Eleventh avenue, New York City, riding on top of freight cars, fell off and was killed.

November 6. Thomas Jordan, at Utica freight yard, found dead upon track, supposed to have been run over.

November 7. Thomas Lambert,* at Dobbs' Ferry, struck by bridge, crossing station, knocked off car ; not badly injured.

November 8. A. J. Stiles,* at East Rochester, coupling cars, bones of hand broken.

November 12. Mrs. Page, at Tarrytown, while a passenger, jumped off train in motion ; injuries not serious.

November 12. Catharine Crossly, Walden avenue crossing, Buffalo, train moving both ways, struck by one of them, while she attempted to cross track, was killed.

November 13. Richard Nagle, Thirty-second street, between Tenth and Eleventh avenues, New York City, riding on top of freight car, getting down therefrom, caught between bumpers and crushed to death.

November 14. Owen McCabe,* at Peekskill, struck by draw-bridge, while passing freight train, and seriously injured.

November 15. Susanna Forunstein, Auburn road, west of Geddes street, crossing, was on track, under cars, picking up cinders, when she came out was struck by passing locomotive ; injuries not serious.

November 15. Ansen Underwood,* Troy, coupling cars, finger injured.

November 18. Phordice B. Simmonds,* at East Rochester freight yard, while coupling pin, cars started down grade, was crushed and died ; caught between tender and freight car.

18. George R. Cones, at State street crossing, Rochester, crossing train of horses, trains moving both ways, was struck; injuries slight.
19. Dick Williams, at Poughkeepsie rolling mill, lying on side of track, was struck by engine; injuries slight.
20. Dallas Wood, at cut below Highland station, found dead on track.
21. George H. Budlong,* in east tunnel, about Ninetieth street, New York, fell off last platform; very dark; injuries slight.
22. Edgar E. Pruyn,* west of Rochester, on top of freight car, engine jerked, fell across track and badly injured.
23. P. Kain,* at West Albany, coupling cars, arm caught between wheels, badly bruised.
24. Ida Pettel, at Greenbush yard, fell off train; she was foolish; injuries slight.
25. Henry Schweir,* at East Buffalo freight yard, while fixing his engine, fell and was killed.
26. George White, at Unionville, east of Phelps, found dead on track.
27. Stephen Nivin,* at Hastings, putting on brakes, fell forward; injuries slight, wrist put out of joint.
28. Francis Walsofsky,* at East Buffalo freight yard, switching trains, fell on track; run over and killed.
29. William E. Springstein, at Morrisania, stepping off engine, slipped, caught his foot on engine steps, and dragged along; died from his injuries.
30. William Minkler,* at Sixty-fifth street yard, coupling cars, had his head struck by engine, killed.
31. William Alexander Shepard, near Hudson street, Rochester, walking with umbrella up; raining; struck and killed.
32. George Korb, Almond street crossing, Syracuse, standing on track, struck by engine, bruised about head; slight injuries.
33. Henry Young,* while opening gates at east end of River bridge, struck by incoming train, struck by it; one leg cut off, and ribs broken.
34. Thomas Lambert,* at Hyde Park, struck by bridge south of bridge, fell to the ground; found unconscious.
35. Adam Cramer, East Grimesville, walking on track (trains moving both ways), struck and killed.
36. J. M. Dickinson,* at River bridge, Rochester, put his head and shoulders against side of engine, was struck by gate-post and knocked off; bruised.
37. William Riley (boy), at Eleventh avenue, between Fifty-sixth and Fifty-seventh streets, New York, trying to get on train in motion, fell, and had both legs broken; afterwards amputated.
38. John Barrett (boy), at Sing Sing station, jumping on train in motion, struck by engine, foot run over and crushed.
39. John Barker,* at East Rochester, his engine collided with another engine, he was thrown on fender and badly bruised.
40. James McCabe, near Weedsport, walking on track, struck by end of train; not much hurt.
41. William O'Connor, at Canal street, between West and Washington streets, New York, sitting down between the cars, freight train, fell, and his right leg and arm broken.
42. Thomas Carlin,* East Forty-fourth street and Fourth avenue,

* Employes.

N. Y., on railroad track, foot caught between guard and main rail, fell and fractured his thigh.

December 17. Marcellus Francis,* East Rochester, fell from top of freight car; injured his head; not serious.

December 21. Joseph Smith, Eleventh avenue, between Thirty-second and Thirty-third streets, New York City, crossing track in front of engine, struck by same; arm and foot smashed; afterwards died.

December 22. Henry Van Durey, at Genesee river bridge, Rochester, run over by engine and killed; he was intoxicated.

December 24. James Gilhoully, south of Melrose station, found dead on track; had been drinking.

December 27. Dennis Connors, north of Rhinebeck, walking on track; struck by engine and killed.

December 29. Thomas Riley, west of Lockport, while a passenger, jumped off train in motion; arm dislocated, and head bruised.

December 31. Peter Coffey, walking on track, east of Cayuga station, struck and killed.

December 31. William Paul (boy), Suspension Bridge coal trestle, jumping on train in motion, fell; had one leg badly smashed; was amputated.

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January 1. William Shanahan (boy), Poughkeepsie, dye-works bri'ge, jumping off switch engine in motion, fell; one foot smashed; amputated.

January 3. Frank Mack,* East Buffalo, west of station, walking on track, struck by bumper and badly hurt.

January 6. William Nugent,* north of Yonkers, Dudley's Grove, struck head against stone arch, while on top of freight car; died soon afterwards.

January 10. Elizabeth Long, near water-house, Auburn, on track, struck by engine; knocked down and crushed.

January 10. Elizabeth Dockstader, east of Fonda, on track picking up coal, struck by engine; afterwards died.

January 10. L. Hensermund, tunnel in Eighty-sixth street station, stepped off car, not knowing the platform was not up, fell; slight injuries.

January 12. L. Waters,* between Main and Church street bridge, Poughkeepsie, the caboose that he was in, struck by a locomotive, and his leg was broken.

January 13. William Quigley (boy), at North Tarrytown, trying to jump on train in motion, fell; one car passed over his leg and arm; afterwards amputated.

January 15. Miss Dalton, at Sing Sing, jumped off train, while a passenger, before the same stopped; slight bruises.

January 16. Michael Scannon, State street crossing, Rochester, crossing track in front of train, struck; not much hurt.

January 17. John F. Brown, at Little Falls, found dead on track.

January 18. Frederick Fitch, north of Yonkers, Dudley's Grove, walking on track, struck by engine and killed.

January 19. Frederick King, west of Schenectady, walking on track, two moving trains, was struck and killed.

January 21. Elias Benson, west of Bergen station, walking on track, two moving trains, was struck and badly bruised.

January 21. Francis Bentley, Front street crossing, Schenectady, standing on track, trains passing each way, was struck, and died soon afterwards.

January 22. Edward Morgan,* at Port Plain station, coupling cars, caught foot in track; freight train backed over his leg; afterwards amputated.

* Employees.

- Philip Lynch, at Tarrytown, jumping on train in motion, was struck much hurt.
- Unknown man, west of Bergen, near Gardner's crossing, found dead
- James Fitzsimmons, Thirtieth street between Tenth and Eleventh
ack, struck by freight car; both legs cut off; afterwards died.
- Patrick O'Marra,* north of Patterson station, side rod of engine
ped from engine; afterwards died from injuries.
- John Doyle,* Sixtieth street yard, New York, fell from top of freight
bruised on hip.
- Thomas Sheppard, at Poughkeepsie station, found dead on track;
ch engine backing down.
- John Dunn, at Geddes, Gere's crossing, walking on track; struck
killed.
- Unknown man, at Forty-seventh street, New York, crossing track
in; was struck and afterwards died.
- Kearn Mullen,* East Buffalo, under Erie bridge, run over and
- William Marshal,* west-bound yard, Buffalo, pulling pin; arm
y bruised.
- John O'Rorack, Waterloo, crossing track in front of engine; struck;
broken, and head badly hurt.
- Charles Smith,* at Fairport, while flagging his train, stepped on
of another train, was struck, and arm badly smashed.
- H. A. Tripp,* at Rochester, St. Paul street bridge, on top of
as struck by same and killed.
- John Fagle,* west of Little Falls, on track; struck by train and
- Schryver (colored), walking on track, Rhinebeck tunnel;
in; slightly injured.
- Unknown man, at Peekskill, found on track with both legs cut off;
ed.
- John Welch (boy), near Clyde depot, playing marbles on side of
t by engine; collar-bone broken in two places.
- Michael Nash, at Mott Haven station, stepping on track in front
struck and killed.
- Albert Menz, Rochester, Main street, on track; struck by engine
; slightly injured.
- Edward Moore,* at Palmyra, fell off train while putting up lights
; injuries slight.
- William Mahar,* Sixty-fifth street yard, New York, coupling cars;
en and badly crushed.
- Collision, Low Point, passenger train running into freight train;
a, passenger, back was hurt; A. Miller, passenger, injured right knee;
passenger, right elbow bruised; — Casey, passenger, right elbow
— Burnham, passenger, hurt in right groin; John Greenaleh,* engineer,
right hip bruised; M. Fleming,* fireman, head and back hurt; not
- John Darby,* near Dewitt, supposed to have fallen off his train
in Onondaga creek, and drowned.

* Employees.

February 23. William Vandervoort,* Rochester depot, crossing on track; struck by engine backing down, and was killed.

February 23. Patrick Lynch,* at St. John's Park, New York, fell from freight car when loosening brake; run over and died.

February 26. Thomas J. Finnell,* at Palmyra, stepping from engine; slipped and injured his foot.

February 27. M. M. Donnough, near Gasport, walking on track; struck by engine; injuries slight.

February 28. Menzo Klock, west of Manlius, found dead on track; had been drinking.

March 1. David Morehead,* Albany depot, jumping on car, missed his footing and thrown between tank-house and car; crushed to death.

March 1. Allen J. Bump,* at Hudson, struck by trunk from baggage car; leg broken.

March 2. Curtis A. Kellogg, at Tivoli, in a caboose on a freight train, struck by train following; he was killed.

March 6. Unknown man, north of East Albany, fell from freight car and was killed.

March 8. Charles Newlove, Clyde depot, jumped off freight train in motion; foot injured.

March 9. Henry Hill,* at East Rochester, while applying brake to car, wheel came off, he was thrown to the ground thereby; injuries slight.

March 10. William Bacon, at Ford street trestle, Rochester, while attempting to cross track between cars, was caught and squeezed severely; no bones broken.

March 15. Michael Larkin,* west of Brighton Junction, walking on track, engine backing down struck and killed him.

March 16. Robert Jones, Albion, Main street crossing, jumping from train in motion; badly injured.

March 18. John A. Coles, south of Peekskill, walking on track, struck, and afterwards died.

March 19. Adam Real,* at East Buffalo, while pulling pin, caught arm, and same was broken.

March 19. Unknown boy, riding on freight car, knocked off at Spuyten Duyvil bridge; hand hurt.

March 20. Levi King, south of crossing at Dover Plains, attempting to cross in front of train, struck, and was killed.

March 21. Charles Morgan, an old man, at Grand Central depot, passing through train, fell between cars; injuries slight.

March 21. Aaron Rice, west of Corfu, walking on track, was deaf, train struck him, and he afterwards died.

March 26. John Guisen,* East Buffalo freight yard, foot caught in frog, badly injuring it.

March 28. Benjamin Searles, at St. Johnsville, crossing track, was struck by engine; leg injured, afterwards amputated.

March 28. Abram Cuddy,* Forty-first street and Eleventh avenue, coupling cars, caught between, badly bruised; no bones broken.

March 29. Edward Lanagan,* found dead on top of freight car; supposed to have been struck by One Hundred and Fifty-second street bridge, New York.

March 29. P. Natley, at East Buffalo stock yard, while standing on bumpers, watching sheep, had foot crushed.

Ellen Kelly, Buffalo, Michigan street, walking on track, struck by

William Wright (boy), riding in caboose, on freight train, jumped off, avenue, near Fiftieth street; sprained his ankle.

Unknown man, east of Utica, walking on Mohawk bridge, struck and

injured.

Lawrence Connelly (boy), at East Albany freight house, riding on switch

and was killed.

Michael Brady, Geneva Branch, east of freight-house, drunk, on track

and hand run over; afterwards amputated.

Cornelius Turner, west of West Albany, struck by engine, while walk-

ing and killed.

C. Dalton,* at Tivoli, while on freight train, struck by water spout ;

and.

George Woodhull, near Chestnut street, Syracuse, trying to get on

and had arm bruised and nose broken.

William T. Quigley, Auburn, Cottage street crossing, jumped off train

and scalp wound and scratch on his face.

Richard White, Eleventh avenue and Forty-fourth street, trying to get

in motion, arm and leg run over, New York.

Henry Doyle,* Poughkeepsie yard, coupling cars, one bone in elbow

broken.

Walter Spitzer, freight yard, Schenectady, walking on track, struck by

and slight.

Patrick J. Walsh, at Tribes Hill, stealing a ride on freight train, fell off,

and died afterwards.

Clarence Zemki, at Albion, jumping from freight train, right arm run

over and injured.

William Brennan, Eleventh avenue, between Fifty-fifth and Fifty-sixth

New York, trying to get on train in motion, fell ; foot injured.

John Meehan, Buffalo, on track, struck by engine backing down, and

injured.

Mrs. E. Murphy, at Dewitt, crossing track in front of train, struck and

injured.

Mrs. Ellen Brassell, at Dewitt, crossing track in company with Mrs.

and named, also struck and killed.

William Halett, Syracuse, Clinton street, on track, struck by engine,

run over and amputated ; drunk.

John Kennedy,* north of Yonkers, fell between cars ; died.

Sylvester Ivery,* New Hamburg, stake broke on car ; hit in face

and died.

H. D. Zacher (boy), Ferry street crossing, Belt Line, standing on curve,

and moving in opposite directions, struck and killed.

Jacob Weil (boy), Buffalo, Main street, jumped off train in motion ;

and injured.

Myron Youngs, Fort Plain, jumped from moving train ; injuries not

serious.

John McBride, Amsterdam, walking on track, struck ; leg broke and

injured.

W. J. Patterson, Albany, Lumber street, walking on track, struck ;

and

* Employees.

April 20. Jacob Burns, Jr., crossing track at Amsterdam, in front of ha injured in hip.

April 21. Hugh McNamara,* Sixtieth street yard, passing over cars, f broken badly.

April 21. Mrs. Martin Delaney, Kirkville station, walking on track, str engine and train; fatally injured.

April 24. Noah Deer, at Crugers, on top of freight car looking after his p struck by bridge; injuries not serious.

April 26. Henry Hahn, Peekskill, crossing track, struck; rib fractured scalp wound.

April 27. Frank L. Harrison,* Buffalo, near Forks, fell between cars a killed.

April 27. H. V. Montrose, at Peekskill, crossing track, struck by engine; slight.

May 2. Unknown man, at East Creek station, riding on freight train, fell b cars in motion and killed.

May 6. William Slattery, Iron Works, Troy branch, walking on track, str engine, and afterwards died.

May 6. Jeremiah Monnehan, Iron Works, Troy branch, walking on tra killed.

May 6. Robert Hilton, near Mount St. Vincent, walking on track; str engine; badly injured in head and leg.

May 6. Charles Tuttle, near Katonah, walking on track; struck by engi killed.

May 7. Unknown man found dead on track north of Glenwood.

May 9. John Powers, at Sharon station, trying to get on train in motion; between it and platform; arm and rib broken.

May 9. Bridget Foley, at Thirtieth street and Tenth avenue, while riding line car; struck by freight car switching out of Thirtieth street; very ba about the head with broken glass.

May 9. Mary Zimmerman, at Thirtieth street and Tenth avenue, also i while riding in belt line car, by the same collision as above; injuries internal.

May 11. John Crimin (boy), Forty-sixth street and Eleventh avenue, tr jump on train in motion, fell, and one foot crushed.

May 16. Edward Whiten (boy), at Eleventh avenue, near Thirty-seventh fell, and one leg crushed, from steps of caboose.

May 16. Charles Parker,* crossing east of Jordan; struck horse; threw c on him; he was killed.

May 17. Peter McInnes,* west of Newark, was looking back, and had sw body out; struck by iron bridge and was killed.

May 17. George Elmer (boy), Albion, trying to get on train in motion, f one foot badly crushed; amputated.

May 19. Dominick Septeze,* at Thirty-third street yard, New York City coupling cars, caught foot in frog and was crushed to death.

May 22. James O'Brien, Jr.,* at Sixty-fifth street yard, New York City, c cars; hand badly bruised; no bones broken.

May 22. Thomas Edwards, south of Irvington station, found badly inju track; struck by passing train.

May 22. William Dwyer,* at North street crossing, Rochester, fell off car fixing bell-rope; injured internally.

* Employees.

- Unknown man, at Leoneyville, found dead on track.
- Fred. Wilder, at Byron, jumped off train in motion; injuries slight.
- Daniel Cash, Sixty-first street and Eleventh avenue, New York City, off train in motion, badly injuring his head.
- John Tobin, at Dutchess and Columbia Junction, crossing track in front was struck and bruised; not serious.
- George McGraw, west of east crossing, Clyde, walking on track; struck and killed.
- C. M. Lince, near Warner's, riding on freight train; fell off and killed.
- Joseph Halpine, West street, near Clarkson, New York, riding on freight off; run over right leg and left foot; afterwards died.
- Frederick H. Relyea,* at East Rochester freight yard, while coupling hit about the stomach; badly bruised; not serious.
- Burehard, at Canandaigua, crossing track in front of engine, was seriously injured.
- George Burris, at Grand Central depot, Forty-sixth street, stepped in engine making a flying switch; struck and killed.
- John Casey (boy), at Little Falls, crossing track in front of engine, was injured; fatally.
- Samuel Hoffman,* at Round House, Poughkeepsie, arm caught between tender of engine; arm broken.
- Andrew Elliott,* at East Buffalo, coupling cars; right arm crushed;
- Isaac Walker, injured on float bridge, foot of Thirty-third street, New not serious.
- William Mooney,* at East Buffalo yard, coupling cars; three fingers of
- John McMullen,* at Sing Sing, on top of train, struck by bridge; head
- John Carr,* at Sing Sing, on top of car, struck overhead bridge; badly head and face.
- Lieut. Edward H. Totten, at Cold Spring, walking on track in rock cut, passing, struck and killed.
- Francis Ackroyd, near Forks station, found dead on track.
- Mrs. Henry O'Brien, east of Little Falls, while on track picking up coal, and killed by passing train.
- Miss M. Delaney, Seventieth street and Eleventh avenue, New York on track, struck by train; both arms and leg broken.
- Peter K. O'Shea, south of Stuyvesant, walking on track, was struck by seriously injured.
- James Powell (boy), first crossing north of Fishkill station, two trains crossing track in front of one of them without looking out for it, was struck
- William H. Buzee,* stepping on track in front of engine, at Churchville, hip broken, and head cut badly.
- John Garvin, east of Newark, walking on track, struck by train; badly and shoulders; afterwards died.
- William Neyhart, at Suspension Bridge, trying to catch train, fell, and on the rail; not serious.
- Henry Bradon,* Thirty-third street, hay shed, New York City, while struck by shed; knocked under cars and killed.

June 28. George Woodford, Canastota, driving across track, struck by engine and killed.

June 29. Platt H. Truax,* near Center station, Albany, oil train thrown from track; caught fire, and he was burned to death.

June 29. Unknown man, walking on track, south of Dutchess Junction, was struck by train and killed.

June 29. George Bull, Clinton street crossing, Rochester, jumped off freight train in motion; badly injured; afterwards died.

June 30. T. W. Robinson, at stock yard, East Buffalo, engine boiler exploded; he was standing on platform of caboose; injuries slight.

July 2. A. T. Timpson, Eighty-sixth street, New York City, at station in tunnel, attempting to get off train, fell between cars and platform; injured foot and arm; not serious.

July 3. Jacob Whitbeck,* at Pittsford, coupling cars; hand smashed.

July 3. J. Gardner (boy), north of Fishkill station, walking on track, struck by train; one leg and arm broken.

July 4. Unknown man, north of Tarrytown station, threw himself before engine in motion, and was killed; suicide.

July 5. Daniel Ryan, north of Burden's crossing, Troy branch, on track, struck by train and killed.

July 11. John C. Decker,* at Poughkeepsie, coupling engine to baggage car; had fingers smashed.

July 11. Mrs. Emma Henrich, west of Rome station, sitting on side of track, two trains passing, struck and killed.

July 13. John Kettleman, at Melrose station, trying to get on train in motion; fell; run over and killed.

July 15. Charles Cole,* West Albany freight yard, coupling cars; foot caught between rails; was crushed to the ground; badly injured.

July 16. Blachias Smith, near Goodman street, Rochester (East), stealing a ride on train; fell off; run over and killed.

July 18. Mrs. Mary S. Penney, Green street crossing, Schenectady, attempting to cross track in front of engine; struck and instantly killed.

July 20. William Grace, South Tarrytown, walking on track; struck and killed by train.

July 21. Isaac Singleton (boy), Rome, walking on track; struck by engine; injuries not serious.

July 22. Arthur McMartin (boy), Lockport, jumping on cars while switching; fell, and had foot cut off.

July 26. Horace G. Van Dyke, Brown street, Rochester, stealing a ride on freight train; jumped off in front of a passing train; run over and killed.

July 27. William Doyle, north of Adams street station, Troy branch, lying on track, drunk; struck by engine; head and face cut, and will lose an eye.

July 27. William Doyle, south of Williams Bridge, walking on track; struck by engine and killed.

July 27. Thomas Marshall, driving horse and wagon across track in front of train at Wende; was struck and afterwards died; had been drinking, and was racing with another horse and wagon; two men with Marshall.

July 27. Carlton Smith, in wagon with Marshall at the above collision, at same place, injured in left leg and arm; not serious; he had been drinking also.

July 27. H. Johnston, in wagon with Marshall and Smith at the above collision, not injured seriously; had been drinking.

* Employes.

Unknown man, at Mott Haven, attempting to cross track in front of truck, injuries slight.

Eward Kerr,* at New Hamburg tunnel, was struck while standing ; injured on face ; not serious.

Margaret Hanly, north of Iron Works station, Troy branch, walking on trolley engine and killed.

Lewis Putnam, at Batavia, Swan street crossing, driving horse and in front of engine, was struck ; injuries slight ; horse killed.

John Welch (boy), crossing at Clyde, fell off freight car, had one arm broken.

Sarah Matthews (girl), at Albany grade, walking on track, struck by freight car.

James V. Britt, Buffalo, east of York street, on track, struck by engine and killed.

John J. Hallenbeck, south of Hudson, walking on track, struck by freight car and killed.

Miss L. Eckless, at Tonawanda, trying to cross track in front of engine, had toes cut off one foot.

George Stevens,* near Crugers, struck by bridge, while on top of freight car, fell off ; one arm injured, and was amputated.

George Ray,* East Buffalo, west yard, coupling cars ; right arm broken and been run over.

Anthony Weaver, East Buffalo, walking on track, struck by engine and killed.

John Martin, West Albany, new freight yard crossing, while driving freight car, in front of engine, one of the cows was struck and thrown against freight car, breaking three of his ribs.

John Van Wart,* east end Dewitt yard, fell from bumper of car, by striking out, breaking his leg.

John Fagan, at Yonkers, walking on track, struck by engine and killed.

Joseph Sprotte (boy), East Buffalo, west yard, left arm crushed as he was passing between them, as they came together.

Frank Amback, at Morrisania station, found dead on track.

James McAnary, James McAnary, Jr. (boy), father and son, at Sing Sing, attempting to cross track in front of express train, just as freight had passed, and both killed.

Unknown woman, near Chittenango station, walking on track, struck and killed.

Charles F. Dana,* east of Cayuga, freight and extra train collided ; both killed.

Joseph N. Wilson,* east of Schenectady, while waiting for helping freight car off engine ; lay on track ; fell asleep ; struck and killed.

William Crawford (boy), south of Ninety-sixth street, riding on freight car, was struck and run over ; afterwards died.

William Thornton,* Albany, Spencer street crossing, collision of freight cars, attempted to cross over track and was killed.

Lyman Paine,* west of Gasport, struck by overhead bridge ; fell ; afterwards amputated.

R. W. Chappel,* west of Marcellus, collision freight trains ; had his front teeth knocked out.

* Employes.

August 27. Lewis Raymond, east of Albion, on track ; struck by engine ; threw himself in front of it ; suicidal intent ; arm broken ; foot crushed.

August 28. Cortland Carner,* at Sixtieth street, New York, struck by bridge ; cut about head and face badly.

August 29. Philip Dykins, Batavia, walking on track ; ran against handle of switch ; injured ; afterwards died.

August 30. David Collins, Suspension Bridge, attempting to cross track, in front of train, driving horses, with wagon, and William Mutch with him, was struck, and Collins was thrown on a pile of stones ; skull fractured ; died.

August 30. William Mutch, with David Collins as above, had shoulder dislocated thereby.

September 1. Ann Kelly, Rochester, John street crossing, attempting to cross track, in front of engine, had both legs cut off ; died.

September 2. Henry Conner,* at coal yard, foot of Thirty-first street, was struck by coal chute ; injured in back of his head ; slightly.

September 2. John Hites, Forty-third street and Eleventh avenue, attempting to cross track in front of engine, struck, and had thumb broken.

September 3. William Harrison, Rochester, west of Scio street, trying to get on train, fell, and was run over, and died.

September 3. George W. Galaway, at Yonkers, arm out of window ; was struck ; could not use his hand.

September 6. Thomas McGlenn, near Rhinebeck, south, walking on track, was struck by engine ; both legs broken ; had been drinking.

September 6. Adam Kile,* East Buffalo yard, walking on track ; engine and tender backing down, struck and killed.

September 7. William Campbell,* East Buffalo, west yard, under car ; same moved, breaking his left leg, bruising foot and hip.

September 7. Martin Coddington, near Germantown, stone thrown in car window of express train, striking him in head ; injuries not serious.

September 8. J. McNeila, at Dewitt, crossing track in front of engine, struck, and had one foot run over ; afterwards amputated ; had been drinking.

September 9. Patrick Cooney,* Poughkeepsie, North Church street bridge, fell from top of freight car, bruising hip.

September 15. Frank Martell, Rochester, St. Joseph street crossing, found dead on track.

September 18. Leonard Myers (boy), Geneva, trying to get on shifting engine, fell, and one foot run over ; toes amputated.

September 19. John Barth, at Grimesville, found dead on track.

September 20. John Hughes (boy), Washington street crossing, Auburn, standing on track, was struck by engine ; bruised on body and face.

September 23. A. McLean,* Thirty-third street platform, New York, while receiving goods, fell from platform ; broke his arm.

September 24. Frank Ames,* at Riverdale, patent brake ; went off suddenly ; wrist sprained.

September 25. John Cummings, Eleventh avenue and Twenty-eighth street, New York, while on track, struck by switching engine ; arms and legs cut off.

September 28. M. P. Paul,* Lockport Junction, coupling cars, foot caught in frog ; train backed over him, cutting leg and foot badly.

* Employees.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

W. H. VANDERBILT.....	New York.
EDS. VANDERBILT.....	New York.
W. K. VANDERBILT.....	New York.
W. W. VANDERBILT.....	New York.
SCHILL.....	New York.
F. BARGER.....	New York.
HARKER.....	New York.
W. M. DEPEW.....	New York.
BURRILL.....	New York.
L. RUTTER.....	New York.
R. W. CHAPIN.....	Springfield, Mass.
J. WHITNEY.....	Rochester, N. Y.
M. MARVIN.....	Saratoga, N. Y.

WILLIAM H. VANDERBILT.....	President.
EMELIUS VANDERBILT.....	First Vice-President.
WILLIAM K. VANDERBILT.....	Second Vice-President.
CHARLES C. CLARK.....	Treasurer.
W. D. WORCESTER.....	Secretary.
W. P. CHAMBERS.....	General Auditor.
CHARLES H. FISHER.....	Engineer.
J. M. TOUCEY and JAS. TILLINGHAST....	Superintendents.

Communications intended for this company should be addressed, New York Central and Hudson River Railroad Company, Grand Central Depot, New York.

The undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) C. C. CLARK, *Treasurer.*
J. TILLINGHAST, *General Supt.*
J. M. TOUCEY, *General Supt.*

(No. 115.)

NEW YORK CENTRAL NIAGARA RIVER.

OF NEW YORK, } ss.:
Erie County,

J. TILLINGHAST, Vice-President of the New York Central Niagara River Railroad Company, being duly sworn, for himself deposes and says, that the statements and report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. TILLINGHAST.

and sworn to before me, }
day of December, 1878. }

CHARLES A. POOLEY,
Notary Public, Erie County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$150,000 00
Amount of stock subscribed.....	104,900 00
Amount paid in, as by last report.....	10,490 00
Total amount now paid in of capital stock.....	28,100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$8,430 00	\$8,430 00
Superstructure, including iron	13,826 55	13,826 55
Land, land damages, and leases of lands	5,620 00	5,620 00
Engineering and agencies	223 45	223 45
Total cost of road and equipment.....	\$28,100 00	\$28,100 00

CHARACTERISTICS OF ROAD.

Length of road	7.50 miles.
Length of road in this State	7.50 "
Length of road laid.....	2.81 "
Length of road laid in this State.....	2.81 "
Weight of rail, per yard, on main track	60 pounds.

This company was organized to construct and extend and operate a railroad already constructed between the New York Central and Hudson River Railroad and the Niagara river, in the towns of Wheatfield and Tonawanda, in the counties of Niagara and Erie, and around Tonawanda or White's Island, in Niagara river, with branch lines or tracks connecting with the New York Central and Hudson River Railroad tracks, and also extending on to docks and piers connecting with said river, and that portion of the tracks now constructed and operated by the New York Central and Hudson River Railroad Company; and that company will include in its report all other items not stated in this.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

W. H. VANDERBILT	New York.
C. VANDERBILT	New York.
AUGUSTUS SCHELL	New York.
SAMUEL F. BARGER	New York.
CHAUNCEY M. DEPEW	New York.
E. D. WORCESTER	Albany.
JAMES TILLINGHAST	Buffalo.
W. H. GRIMES	Lancaster.
GEORGE B. GATES	Buffalo.
J. W. TILLINGHAST.....	Buffalo.
S. F. HARTMAN.....	Buffalo.
F. D. STOW	Buffalo.
C. W. POLLARD.....	Buffalo.

W. H. VANDERBILT	President.
J. TILLINGHAST.....	Vice-President.
W. H. GRIMES	Treasurer and Secretary.

ions intended for this company should be addressed, JAMES TILLING-
sident, Albany, N. Y.

igned has caused the foregoing statements to be prepared by the
and agents of this company, from the books and records, and has
as far as practicable, and believes them to be correct.

(Signed) J. TILLINGHAST, *Vice-President.*

(No. 116.)

NEW YORK CITY AND NORTHERN.

NEW YORK, }
County, } ss.:

our, Treasurer of the New York City and Northern Railroad Com-
vorn, deposes and says, that the statements in the annexed report,
signed by him, at the end thereof, are true and correct, according
his knowledge, information, and belief.

(Signed)

JOSEPH S. STOUT.

I sworn to before me, }
of November, 1878. }

RANDOLPH HARVEY,

Notary Public, New York County.

STOCK AND DEBTS.

as by charter	\$2,250,000 00
ck subscribed.....	1,326,000 00
ow paid in of capital stock	1,275,500 00
ow of funded debt.....	500,000 00
ow of funded and floating debt.....	500,000 00
per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

ad and equipment*.....	\$1,875,500 00
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CHARACTERISTICS OF ROAD.

.....	51.33 miles.
in this State	51.33 "
laid	21.78 "
laid in this State	21.78 "
ole track, including sidings	0.58 "
ole track laid on same.....	0.58 "

per yard, on main track

56 pounds.

a line of road from New York City to Putnam county,
er's station, New York and Harlem and Albany R. R.,

51.33 miles.

of stock and bonds issued in the acquisition of the property formerly belong-
ork and Boston Railroad Company.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

A. V. STOUT.....	New York.
GEORGE S. SCOTT.....	New York.
CHARLES SPEAR.....	New York.
JOSEPH S. STOUT.....	New York.
JOSEPH SELIGMAN.....	New York.
LEWIS MAY.....	New York.
G. P. LOWREY.....	New York.
BENJAMIN ODELL.....	New York.
A. A. REDFIELD.....	New York.
GEORGE H. ROBERTS.....	New York.
J. B. HODGSKIN.....	New York.
ALFRED LICHTENSTEIN.....	New York.
P. C. CALHOUN.....	New York.

A. V. STOUT.....	President, New York.
JOSEPH S. STOUT.....	Treasurer, New York.
CALVIN GODDARD.....	Secretary, New York.
W. H. GRANT.....	Engineer, Yonkers.

Communications intended for this company should be addressed, New York City and Northern Railroad Company, No. 3 Broad street, New York City.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOSEPH S. STOUT, *Treasurer.*

(No. 117.)

NEW YORK ELEVATED.

STATE OF NEW YORK, } ss.:
County, }

JAMES A. COWING, Treasurer, and T. T. ONDERDONK, acting Superintendent of operations of the New York Elevated Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. A. COWING,
T. T. ONDERDONK.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

A. B. DICKERSON,
Notary Public, Kings Co. (certificate filed in N. Y. Co.).

STOCK AND DEBTS.

as by charter.....	\$10,000,000 00
ck subscribed.....	4,253,425 00
n, as by last report.....	1,063,125 00
now paid in of capital stock.....	3,190,125 00
as by last report.....	1,740,000 00
ow of funded debt.....	4,809,000 00
as by last report.....	70,000 00
ow of floating debt.....	None.
ow of funded and floating debt.....	4,809,000 00
per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and superstructure, including		
ings and fixtures, including land	\$2,678,690 17	*\$8,100,844 06
ngines.....	169,897 53	403,784 51
of road and equipment.....	\$2,843,587 70	\$8,504,628 57

CHARACTERISTICS OF ROAD.

l.....	11 m., 4,611 ft.
l laid.....	11 m., 4,611 ft.
le track, including sidings, about.....	27 miles.
per yard.....	40 and 50 lbs.
ngines.....	61
ssenger cars.....	114
al cars.....	4
n line of road constructed, from South	
ty-first street, on West Side line.....	5 m., 3,740 ft.
n line of road constructed, from South	
ty-first street, East Side line.....	6 m., 871 ft.
	11 m., 4,611 ft.

DOINGS OF THE YEAR IN TRANSPORTATION.

ssengers (all classes) carried in cars.....	4,916,322
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RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

ssengers.....	10 cents.
ours of 5:30 to 7:30 A. M., and 5 to 7 P. M., through pas-	
.....	5 "
ngers.....	10 "
nder 12 years.....	5 "

ne consumed by passenger cars in passing over the	
e to Sixty-seventh street.....	28 minutes.
ne consumed by passenger cars in passing over the	
e to Fifty-ninth street.....	25 "

clude loss on bonds subscribed for construction and amounts paid for legal

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$18,169 59
Taxes on real estate.....	2,650 00
Total cost of maintaining road and real estate.....	<u>\$20,819 59</u>

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$4,822 07
Officers, clerks, agents, and office expenses.....	13,338 56
Conductors, brakemen, firemen, and engineers.....	79,028 85
Watchmen, station agents, switchmen, and gatemen.....	51,927 37
Repairs of engines.....	13,462 57
Repairs of cars.....	9,453 52
Fuel, gas, and lights.....	24,025 52
Oil and waste.....	4,785 31
Water tax.....	343 75
Damages to persons and property, including medical attendance ...	2,331 59
Law expenses.....	1,500 00
Rents, including use of cab lines, etc.....	15,123 79
Insurance.....	720 00
Advertising and printing.....	3,718 02
Contingencies.....	5,327 05
Total expense of operating road, and repairs.....	<u>\$229,907 97</u>

CASH RECEIPTS AND PAYMENTS.

1st. RECEIPTS.

From passengers	\$427,417 28
From mail transportation	1,540 00
From news privileges.....	780 00
Sign and advertising.....	251 07
Total receipts	<u>\$429,988 35</u>

2d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance and repairs.....	\$250,727 56
For interest	150,972 50
Total payments during the year	<u>\$401,700 06</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
6.....	.....	1	.....	.....	.....	.....	.....	1
11.....	1	.....	.....	.....	.....	.....	1	.....
12.....	.....	1	.....	.....	.....	.....	.....	1
27.....	.....	.....	1	.....	.....	.....	1	.....
7.....	.....	.....	.....	2	.....	.....	.....	2
12.....	.....	.....	1	.....	.....	.....	1	.....
1878.								
17.....	.....	.....	.....	.....	.....	1	.....	1
18.....	.....	.....	.....	.....	.....	2	.....	2
18.....	.....	1	.....	.....	.....	.....	.....	1
26.....	.....	.....	.....	1	.....	.....	.....	1
28.....	.....	.....	.....	1	.....	.....	.....	1
9.....	.....	.....	1	.....	.....	.....	1	.....
14.....	1	.....	.....	.....	.....	.....	1	.....
27.....	.....	.....	.....	1	.....	.....	.....	1
16.....	.....	.....	1	.....	.....	.....	1	.....
23.....	.....	.....	1	.....	.....	.....	1	.....
28.....	.....	.....	.....	1	.....	.....	.....	1
.....	2	3	5	6	.....	3	7	12

ing is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and of such person, as follows:

5. Mrs. Johnson, Jersey City, sprained ankle getting off car at Fiftieth on, west side.

11. James Ithell, Brooklyn, killed; attempted to get on train at Houston on (down train, west side), and fell to the street; lived but a short time.

er 12. B. P. Clow, New York City, finger crushed; caught in door of car nth street station, west side.

er 27. George N. Hurd, brakeman, killed; fell from train near Fifty- station (west side); lived but a few hours.

r 7. Patrick Ryan, engineer, badly scalded by bursting of a flue.

r 7. Joseph Woods, fireman, scalded by bursting of a flue.

er 12. James Cleary, employe, fell from track; killed.

17. James Corcoran (boy), Brooklyn, fractured ankle; fell from track y-ninth street station, west side.

John McMahan, New York City, foot bruised by falling of a tool from eenwich street, near Albany.

John S. Strickland, killed; alleged to be caused by horses being y train near Forty-second street station, west side.

James Peel, New York City, both arms fractured; attempted to get on Thirtieth street station (west side), and fell to the street.

June 26. Hiram Peers, brakeman, injured through the hips while coupling engine to cars.

June 28. George Brigden, painter, killed while painting at Canal street station west side.

July 9. Lawrence Sammons, employe, killed; fell in coal hole while hoisting coal in yard seven, Greenwich street, New York.

August 14. James H. Smith, Chicago, killed; run over at West Canal street station.

August 27. John Peoples, master mechanic, injured through chest by being squeezed between water-tank and engine, at South ferry.

September 16. Samuel Lawler, New York City, painter, killed; run over while painting track in Greenwich street, near Broome street.

September 23. Edward Cunningham, track-master, killed; attempted to get on car at South ferry; was caught between car and station building.

September 28. Andrew Coughlan, employe, two fingers amputated by being caught in pulley while hoisting coal in yard seven, Greenwich street, New York.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

CYRUS W. FIELD	New York City.
WILLIAM T. PELTON.....	New York City.
DAVID DOWS.....	New York City.
ASHBEL H. BARNEY.....	New York City.
JOHN H. HALL.....	New York City.
JOSIAH M. FISKE.....	New York City.
ALFRED S. BARNES.....	Brooklyn, N. Y.
JOHN D. MAIRZ	New York City.
HEBER R. BISHOP.....	New York City.
BENJAMIN BREWSTER	New York City.
DANIEL A. LINDLEY.....	New York City.
EDWARD M. FIELD	New York City.
JAMES A. COWING	Brooklyn, N. Y.

CYRUS W. FIELD President, New York City.

JAMES A. COWING. Treasurer and Secretary, Brooklyn, N. Y.

WALTER KATK Engineer, New York City.

MILTON COURTRIGHT Consulting Engineer, Erie, Pa.

T. T. ONDERDONK Superintendent, Jersey City, N. J.

R. E. RICKER General Manager, Elizabeth, N. J.

Communications intended for this company should be addressed, JAMES A. COWING, Treasurer, No. 7 Broadway, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

J. A. COWING, *Treasurer.*

T. T. ONDERDONK, *Superintendent.*

(No. 118.)

NEW YORK, HOUSATONIC AND NORTHERN.

74 WALL STREET, NEW YORK, November 16, 1878.

LEY, Esq.,

Deputy State Engineer and Surveyor :

in receipt of yours of yesterday. In reply, I beg leave to say, that it is possible for me to make the annual report of the New York, Housatonic and Northern Railroad Company, for the following reasons, viz. :

Company has done no business since 1873. It has neither received nor any money; the earnings of the branch, in Connecticut, being in the hands of the court.

I am the President of the company, simply because my successor has not been elected, I am not in possession of, nor have I, the control of any books or papers of the company, and have no data whatever on which to base a report; the company has no Secretary or Treasurer.

A lawsuit is pending against the company, and the Referee will soon determine the ownership of the bonds, and a sale will be had.

Yours respectfully,

WILLIAM R. KIRKLAND, *President.*

(No. 119.)

NEW YORK, LAKE ERIE AND WESTERN.

(For the four months ending September 30, 1878.)

NEW YORK, }
 New York County, } ss. :

SPENCER, Treasurer, and EDMUND S. BOWEN, acting Superintendent of the New York, Lake Erie and Western Railroad Company, being duly sworn, each for himself deposes and says, that the statements in the report, which has been signed by each of them, at the end thereof, are true according to the best of his knowledge, information, and belief.

(Signed) B. W. SPENCER,
 E. S. BOWEN.

and sworn to before me, }
 this day of December, 1878. }

C. G. BARBER,

Notary Public.

STOCK AND DEBTS.

k, as provided by charter :

ed	\$8,536,900 00
n	78,000,000 00
	<hr/> \$86,536,900 00

Amount of stock subscribed	}	*
Total amount now paid in of capital stock		
Total amount of funded debt. (See explanation page 369.)		
The amount of floating debt, consisting of loans.....		
Total amount of funded and floating debt. (See explanation page 369.)		
Average rate, per annum, of interest on funded debt. {Cannot now be stated.)		

CONDENSED BALANCE SHEET, SEPTEMBER 30, 1878.

<i>Dr.</i>		
Construction main line	\$31,725 86	
Third rail, general account	336,676 70	
		\$368,402 56
Construction branch lines		1,751 25
Equipment:		
Freight cars—incidentals		95 00
Amount paid the Pennsylvania Coal Co., on account of coal cars		3,674 90
Amount due by agents, other companies and individuals on current accounts		1,179,729 90
Amount advanced for purchase of Mount Clair Railroad Company bonds		206,927 50
The estate of the Erie Railway Company	\$2,561,139 40	
Less amount received from said estate, including materials at shops, and on road	1,245,707 58	
		1,315,431 82
Materials and supplies at shops and on road		830,268 10
Cash on hand October 1, 1878		920,601 00
Cash in hands of I. S. Morgan & Co., London, to pay coupons		2,442 50
		\$4,829,345 50
<i>Cr.</i>		
Loans payable		\$400,000 00
Interest on funded debt		630,976 70
Rentals of leased lines, etc.		332,440 70
Amounts due to other companies and individuals on current accounts, consisting of pay-rolls for September, 1878 (payable in October, 1878)	\$524,239 97	
Audited vouchers, for supplies, etc.	1,262,662 43	
Traffic balances, etc.	654,201 39	
Sundries	73,893 56	
		2,514,997 34
Special fund:		
Received from trustees for improvement of the property	\$328,008 96	
Less amount expended for third rail	205,624 70	
		122,384 26
Profit and loss:		
Balance		828,546 40
		\$4,829,345 50

Accounting department N. Y., L. E. and W. R. R. Co., New York, December 28, 1878.

S. LITTLE, Auditor.

NOTE.—For the better explanation of the foot note, the company has furnished a condensed balance sheet of current liabilities outside of the above floating debt, and also its current assets as against such liabilities.

State Engineer and Surveyor.

* With regard to the amount of stock subscribed and paid in, adjustments are now being made by this company, pursuant to its articles of incorporation on file in the office of the Secretary of State.

NOTE.—The above statements of "funded" and "floating" debt do not include past due coupons and other current accounts, payable for supplies, labor, and traffic balances, or any liabilities other than the principal of such funded debt (as far as ascertained) and loans.

FUNDED DEBT.

by acquired the road and franchises of the Erie Railway Company, mortgages existing thereon, as follows, viz.:

Bonds mature May 1, 1897.....	\$3,483,000 00
Bonds mature September 1, 1879.....	2,174,000 00
Bonds mature March 1, 1883.....	4,852,000 00
Bonds mature October 1, 1880.....	2,937,000 00
Bonds mature June 1, 1888.....	709,500 00
Mortgage bonds mature July 1, 1891.....	182,600 00
Rated mortgage bonds, September 1, 1920, including set apart to take up the £916,000 sterling loan (converti- which mature September 1, 1875, rating said sterling e dollars to the pound.....	16,656,000 00
.....	<u>\$29,994,100 00</u>

Mortgage debts are assumed by this company, as part of its funded debt, therein.

Its articles of incorporation, this company proposes to create a funded
 able yet to state the amount and details thereof accurately.

COST OF ROAD AND EQUIPMENT.

June 1 to Sept. 30, 1878.

n and masonry.....	\$4,449 37
.....	2,339 08
e, including iron.....	24,177 37
freight stations, buildings and fixtures.....	324 39
r houses, machine shops, machinery and fixtures.....	378 15
ages, and fences.....	157 50
her cars, incidentals.....	95 00
of Waverly, general fund.....	336,676 70
of Waverly, special fund.....	205,624 70
st of road and equipment.....	<u>\$574,122 26</u>

CHARACTERISTICS OF ROAD.

l.....	See page 370.
d in this State.....	" "
ad laid.....	" "
i laid in this State.....	" "
ble track, including sidings.....	" "
uches owned by the company, laid.....	" "
ble track laid on same.....	" "
, per yard, on main track, both iron and steel.....	63 pounds.
ine-houses (having stalls for 321 engines).....	44
f shops:	
.....	8
.....	8
.....	<u>16</u>
f engines on the books of the company:	
ion.....	390
on.....	62
on.....	23
.....	41
.....	<u>516</u>

ount of stock and bonds of this company, which are to be issued in exchange
 t bonds of the Erie Railway Company, is ascertained and adjusted, the total cost
 of its road and equipment cannot be stated.
 and following.

Number of first-class passenger cars (rated as 8-wheel cars).....	23
Number of second-class emigrant cars (rated as 8-wheel cars).....	7
Number of baggage, mail, and express cars (rated as 8-wheel cars..	9
Number of freight cars owned and under contract of purchase (rated as 8-wheel cars).....	11,65
Length of main line of road from Jersey City, N. J., to Dunkirk, N. Y.	460.029 miles

CHARACTERISTICS OF ROAD.

Length of main line in the State of New Jersey	30.090 miles
Length of main line in the State of New York	387.792 "
Length of main line in the State of Pennsylvania	42.147 "
Length of main line from Jersey City, N. J., to Dunkirk, N. Y.	460.029 miles

MILES OF TRACK OWNED, LEASED, AND OPERATED ON SEPTEMBER 30, 1878.

DIVISIONS.	MAIN LINE—JERSEY CITY TO DUNKIRK.					BRANCHES.						
	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	First track.	Second track.	Side track.	THIRD RAIL.*		
				Main track.	Side track.					Main track.	Side track.	
EASTERN DIVISION.												
<i>Owned.</i>												
Main line (Sufferns, N. Y., to Port Jervis, N. Y.)	56,148	56,148	21,305	7,012	2,869	138,441	17,570	.....	5,357	.....	.....	23,327
Piermont branch (Sufferns to Piermont, N. Y.) .....	.....	.....	.....	.....	.....	.....	18,730	.....	9,643	.....	.....	28,373
Newburgh branch (Greycourt, N. Y., to Newburgh, N. Y.) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<i>Leased.</i>												
Paterson and Hudson R. R. R. and Paterson and Ramapo R. R., 39,690; Union R. R. 6,755 (Jersey City, N. J., to Suffern, N. Y.)	30,885	30,885	42,757	12,778	.....	110,915	10,820	.....	1,525	.....	.....	11,745
Montgomery and Erie R. R. (Goshen, N. Y., to Montgomery, N. Y.) .....	.....	.....	.....	.....	.....	.....	11,650	.....	0,814	.....	.....	12,464
Goshen and Puckertown R. R. (Goshen, N. Y., to Pine Island, N. Y.) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newburgh and New York R. R. (Greenwood Junction, N. Y., to Val's Gate Junction, N. Y.) .....	.....	.....	.....	.....	.....	.....	12,590	.....	1,473	.....	.....	14,063
Paterson, Newark and N. Y. R. R. (Paterson, N. J., to Newark, N. J.) .....	.....	.....	.....	.....	.....	.....	10,209	.....	2,183	.....	.....	13,092
<i>Operated.</i>												
Newark and Hudson R. R. (Bergen Junction, N. J., to Newark, N. J.) .....	.....	.....	.....	.....	.....	.....	5,618	0,942	2,611	1,850	.....	10,096
Weehawken Branch (East end Bergen Tunnel to D. & H. Canal Co.'s Docks, Weehawken, N. J.) .....	.....	.....	.....	.....	.....	.....	3,312	.....	4,708	.....	.....	8,110
N. Y. and Earl Lee R. R. (D. & H. Co.'s Docks, Weehawken, to Stock Yards at Oak Cliff, N. J.) .....	.....	.....	.....	.....	.....	.....	1,793	.....	0,950	.....	.....	2,743
Northern R. R. of N. Y. 21,256, and Nyack and Northern R. R. 4,378, (Junction at Bergen, N. J., to Nyack, N. Y.) .....	.....	.....	.....	.....	.....	.....	25,624	.....	4,998	.....	.....	30,622
Totals	57,033	57,033	63,992	19,788	2,869	349,356	118,456	0,942	31,332	1,850	.....	134,675

MILES OF TRACK OWNED, ETC.—(Continued).

DIVISIONS.	MAIN LINE -- JERSEY CITY TO DUNKIRK.					BRANCHES.							
	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	
				Main track.	Side track.					Main track.	Side track.		
DELAWARE DIVISION.													
<i>Owned.</i>													
Main line (Port Jervis, N. Y., to Susquehanna, Pa.).....	103.907	61.563	37.829	51.634	.....	229.116	.....	.....	.....	.....	.....	.....
<i>Leased.</i>													
Hawley branch (Lackawanna, Pa., to Hawley, Pa.).....	.....	.....	.....	.....	.....	.....	16.613	.....	7.411	.....	.....	23.024
Honesdale branch (Hawley, Pa., to Honesdale, Pa.).....	.....	.....	.....	.....	.....	.....	8.183	.....	2.493	.....	.....	10.676
Jefferson R. R. (Lanesboro, Pa., to Carbondale, Pa.).....	.....	.....	.....	.....	.....	.....	26.686	.....	6.622	36.975	4.011	63.800
Totals.....	103.907	61.563	37.829	51.634	.....	229.116	60.482	.....	16.436	36.975	4.011	97.459
SUSQUEHANNA DIVISION.													
<i>Owned.</i>													
Main line (Susquehanna, Pa., to Hornellsville, N. Y.).....	123.924	123.794	53.008	258.454	35.765	463.835	.....	.....	.....	.....	.....	.....
WESTERN DIVISION.													
<i>Owned.</i>													
Old main line (Hornellsville, N. Y., to Dunkirk, N. Y.).....	129.165	.....	54.294	2.756	9.001	189.307	.....	.....	.....	.....	.....	.....
<i>Leased.</i>													
Buffalo, Bradford and Pittsburgh R. R. (Carrollton, N. Y., to Gillesville, Pa.).....	.....	.....	.....	.....	.....	.....	25.970	.....	7.919	.....	.....	33.889
Totals.....	129.165	.....	54.294	2.756	9.001	189.307	25.970	.....	7.919	.....	.....	33.889

Total tracks owned, leased, and operated, 1928, $\frac{497}{303}$ miles.

Reduced to equivalent single track in totals.

This amount includes the sitings on section 1 of the Suspension Bridge and Erie Junction R. R., they being laid on the lands of the Buffalo, New York and Erie R. R. Co. It is taken up here as being the most convenient place for it.

NUMBER OF MILES OF ROAD LEASED, OWNED, AND OPERATED BY THE NEW YORK
LAKE ERIE AND WESTERN RAILROAD COMPANY.

Length of main line in New York State	387.792 miles
Length of main line out of New York State	72.237 "
Total length of main line of road from Jersey City, N. J., to Dun- kirk, N. Y.	460.029 "
Length of road (main line and branches) in New York State	735.782 "
Length of road (main line and branches) out of New York State	192.360 "
Total length of road (main line and branches)	928.092 "

NAME OF ROAD.	From	To	Total	In New York	Length of double track on same.
<i>Owned.</i>					
Piermont Branch.....	Suffern.....	Piermont.....	17,970	17,970	.....
Newburgh Branch.....	Greycourt.....	Newburgh.....	18,730	18,730	.....
Buffalo Branch.....	Hornellsville.....	Attica.....	59,848	59,848	7,918
Totals.....			96,548	96,548	7,918
<i>Operated.</i>					
Woolhaven Branch.....	Bergen Tunnel.....	Oil Docks.....	5,105	.....	.....
New York and Fort Lee R. R.....	Oil Dock.....	Oak Cliff.....	21,286	1,441	.....
Northern R. R. of New Jersey.....	Junction at Bergen.....	Sparkill.....	4,378	.....	.....
Yonk and Northern R. R.....	Sparkill.....	Sparkill.....	4,378	.....	.....
Pine International Railway.....	Main Street, Buffalo.....	International Bridge.....	4,357	4,357	.....
Newark and Hudson R. R.....	Bergen.....	Newark.....	5,618	.....	0,943
Totals.....			40,644	10,076	0,943
<i>Leased.</i>					
Paterson and Newark R. R.....	Paterson.....	Newark.....	10,903	.....	.....
Newburgh and New York R. R.....	Greenwood Junction.....	Vail's Gate Junction.....	12,460	12,460	.....
Montgomery and Erie R. R.....	Goshen.....	Montgomery.....	10,320	10,320	.....
Goshen and Deckertown R. R.....	Goshen.....	Pine Island.....	11,650	11,650	.....
Hawley Branch.....	Lackawaxen.....	Hawley.....	13,413	.....	.....
Honesdale Branch.....	Hawley.....	Honesdale.....	8,183	.....	.....
Jefferson R. R.....	Lanesboro.....	Carbondale.....	36,680	.....	.....
Buffalo, Bradford and Pittsburgh Branch.....	Carrulton.....	Gilesville.....	25,970	7,806	.....
Buffalo, New York and Erie R. R.....	Painted Post.....	Buffalo.....	139,951	139,951	30,186
Suspension Bridge and Erie Junction R. R.....	East Buffalo.....	Suspension Bridge.....	23,277	23,277	.....
Rochester and Genesee Valley R. R.....	Avon.....	Rochester.....	18,291	18,291	.....
Avon, Genesee and Mount Morris R. R.....	Avon.....	Mount Morris.....	17,561	17,561	.....
Totals.....			390,571	241,313	30,186

DOINGS OF FOUR MONTHS IN TRANSPORTATION, AND TOTAL MILES RUN FROM JUNE
TO SEPTEMBER 30, 1878.

Number of miles run by working trains	60.4
Number of miles run by passenger trains	1,026.1
Number of miles run by switch engines	632.1
Number of miles run by freight trains	2,489.3
Number of passengers (all classes) carried in cars	1,816,0
Number of miles traveled by passengers, or number of passengers carried one mile.....	54,172,4
Number of tons, of 2,000 pounds, of freight carried in cars.	2,021,5
Total movement of freight, or number of tons carried one mile	413,618,6
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour).....	20 to
Rate of speed of same when in motion	26 to
Average rate of speed adopted by express trains, including stops ...	26 to
Rate of speed of same when in motion	30 to
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion.....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	1
Average weight, in tons, of freight trains, exclusive of freight.....	2

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	71.4
Of animals.....	139.2
Of vegetable food.....	326.7
Other agricultural products.....	49.2
Manufactures.....	188.6
Merchandise.....	209.7
Coal	901.9
Other articles.....	184.0
Total.....	2,021.5

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES
PER MILE, AS FOLLOWS:

For first-class through passengers	1.74 cen
For first-class way passengers.....	2.31 "
Commuters.....	.76 "
For emigrant through.....	1.93

RAILROAD REPORT.

377

	Amount.	Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron			
Repairs of bridges	\$377,768 60	\$94,143 06	\$288,625 54
Repairs of telegraph	61,775 30	13,233 82	48,541 98
Superintendence and contingencies	2,049 79	662 45	1,987 84
Cost of iron used in repairs	27,067 62	6,779 85	20,287 77
Allotted to passenger transportation :	157,882 38	39,470 60	118,411 78
Length in feet	159,464 }		
Weight in lbs.	3,394,535 }		
Allotted to freight transportation :			
Length in feet	478,390 }		
Weight in lbs.	10,174,595 }		
Repairs of buildings	34,077 80	14,922 82	19,147 98
Repairs of fences and gates	10,953 87	2,738 47	8,215 40
Taxes on real estate	50,615 12	12,653 78	37,961 84
Totals	\$722,790 48	\$184,911 35	\$538,179 18
REPAIRS OF MACHINERY.			
Repairs of engines and tenders			
Renewals of engines and tenders	\$147,363 89	\$37,897 26	\$109,456 63
Repairs of passenger and baggage cars	21,643 00	1,084 48	20,558 52
Renewals of passenger and baggage cars	49,356 83	49,356 83	.....
Repairs of freight cars	6,426 77	6,426 77	.....
Renewals of freight cars	170,413 76	.....	170,413 76
Repairs of tools and machinery in shops	9,888 09	.....	9,888 09
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	14,801 12	3,700 28	11,100 84
Cleaning and housing engines,	38,710 88	9,002 70	27,008 18
Totals	74,755 57	18,688 89	56,066 68
	\$530,689 91	\$136,157 21	\$404,532 70

EXPENSES FROM JUNE 1 TO SEPTEMBER 30, 1878 — (Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$65,834 13	\$25,361 71	\$41,472 42
Telegraph operators	34,302 90	9,121 45	25,181 45
Agents and clerks	246,891 25	70,040 17	176,851 08
Labor: loading and unloading freight.	258,390 09	.....	258,390 09
Porters, watchmen, and switchtenders	98,570 50	21,947 12	76,623 38
Wood and water station attendance.	19,105 14	4,776 29	14,328 85
Conductors, baggage and brakemen	377,707 60	103,102 99	274,604 61
Engineemen and firemen.	296,947 93	71,442 83	225,505 10
Fuel: cost and labor of preparing for use	283,703 06	53,288 41	230,414 65
Oil and waste for engines and tenders	22,307 48	4,910 57	17,396 91
Oil and waste for freight cars	18,845 25	.....	18,845 25
Oil and waste for passenger and baggage cars.	6,188 53	6,188 53	.....
Loss and damage of goods and baggage	2,524 43	30 00	2,494 43
Damage for injuries of persons	656 15	99 57	556 58
Damage to property, including damages by fire and cattle killed on road.	478 00	91 88	386 12
General office expenses	24,973 47	6,243 35	18,730 12
General superintendence	26,763 34	6,690 84	20,072 50
General office clerks.	38,521 90	9,630 48	28,891 42
Contingencies	196,057 23	48,243 19	147,814 04
Totals	\$2,019,268 88	\$441,209 38	\$1,578,059 00

RAILROAD REPORT.

379

SUBDIVISION OF CONTINGENCIES.

	\$3,669 61
	145,844 74
	\$3,386 70
	6,143 75
printing	99 24
	7,298 33
	9,140 35
	133 33
	18,741 18
anger barges	1,600 00
	46,542 88
	\$196,057 23

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ad-bed, etc	\$722,790 48	\$184,611 35	\$538,179 13
achinery	530,689 91	126,157 21	404,532 70
	2,019,268 38	441,209 38	1,578,059 00
	\$3,272,748 77	\$751,977 94	\$2,520,770 83

NGS, EXPENSES, ETC., FROM JUNE 1 TO SEPTEMBER 30, 1878.

engers	\$1,170,075 52
ght	3,827,414 31
r sources	195,191 39
	\$5,192,681 22

engers	\$1,170,075 52
ght	3,827,414 31
	\$104,266 27
	54,486 18
	5,773 36
ous	30,665 58
	195,191 39

N. Y., L. E. and W. R. R. proper	\$5,192,681 22
----------------------------------	----------------

From other sources.

erries earnings	\$75,863 40
orse Railroad	7,200 83
E. and W. R. R. baggage express	21,966 96
en docks	34,172 60
l baggage and freight department re-	46 71
	139,250 50
alty on oil, for account of Buffalo, Bradford and Pitts-	1,712 67
Railroad	\$5,333,644 39

3D. CHARGES OTHER THAN FOR CONSTRUCTION.

For transportation expenses*.....		\$3,272,748
For accrued interest on the funded debt (approximated)†.....		743,400
On Long Dock Co.'s bonds.....		70,000
On Boston, Hartford and Erie bonds, guaranteed to:		
Delaware and Hudson Canal Company.....	\$35,000 00	
Weehawken docks.....	9,333 34	44,333 34
On Weehawken docks mortgage.....		21,484
On loans.....	\$300 46	
On mortgages.....	2,549 62	2,850 298
Gold premiums.....		
Rental of leased lines‡.....	\$220,870 63	
Suspension Bridge and Erie Junction Railroad rent.....	\$23,333 33	
Less 30 per cent of earnings.....	8,394 53	14,938 80
Paterson and Newark Railroad rent, \$11,666 66		
Less 35 per cent of earnings.....	6,428 34	5,238 32
Pavonia ferries expenses.....	\$83,353 61	241,047
Pavonia Horse Railroad expenses.....	6,740 46	
N. Y., L. E. and W. R. R. baggage express expenses.....	15,737 61	
Weehawken docks expenses.....	1,491 34	
Unclaimed baggage and freight department expenses.....	1,608 26	108,931
Total.....		\$4,605,097
Total amount of surplus fund.....		828,548
Total.....		\$5,333,645

* This amount is the grand total of the recapitulation table on page 379, and includes \$57.9 for new equipment to replace old numbers, as is shown in the detailed statement of operating expenses on page 377, thus:

Renewals of engines and tenders.....	\$21,600
Renewals of passenger and baggage cars.....	6,400
Renewals of freight cars.....	9,800

† The exact figures cannot be given, as the amount of the funded debt itself is not yet ascertained. [See statement.]

‡ Including rentals of the following named leased lines: Paterson and Hudson Railroad; Paterson and Ramapo Railroad; Hoboken Land and Improvement Company; Newburgh and New York Railroad; Buffalo, New York and Erie Railroad; Montgomery and Erie Railroad; Goshen and Deckertown Railroad; Hawley Branch; Honesdale Branch; Jefferson Branch; Rochester and Genesee Valley Railroad; Avon, Genesee and Mount Morris Railroad; Buffalo, Bradford and Pittsburgh Railroad.

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1978.								
.....	.....	1	8	3	5	4	13
.....	1	2	9	3	3	5	13	
.....	2	1	11	8	5	9	18	
.....	2	5	7	4	6	9	15	
.....	5	9	35	18	19	27	59	

is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the person, as follows:

June 1. Thomas Bates, brakeman, age 32, had his left leg broken, and
killed, by heel of his boot getting caught between a plank and rail, and
run down, while coupling cars, at Newark, N. J. Train 113; J. A. Cosse,
N. Tucker, engineer; engine 356.

and E., June 1. William Wadsworth, brakeman, age 28, had his right arm raised, but no bones broken, by getting caught by flange of car wheel, going cars, at Batavia, N. Y. Train 38; W. B. Bassett, conductor; J. C. Moore, engineer; engine 141.

and W., June 2. George Havens, brakeman, age 26, had his head striking against highway bridge No. 46 (over railway), at Waverly, standing on top of high stock car, in train extra 10. J. Bailey, conductorside, engineer; engine 464.

Branch, June 4. Thomas Blaney, switchman, age 25, had his arm and
 d, but no bones broken, coupling cars, at Newburgh, N. Y. W. Ken-
 ner; engine 308.

and E., June 4. Barney P. Lawrence (child), age 2½, was struck and killed on the Erie at 8, near Wayland, N. Y.; was sitting on track and engineer could not see to stop, on account of sharp curve at this point. L. D. Fay, conductor, engineer; engine 404.

and W., June 4. Henry Baker, switchman, age 18, had first finger crushed, while coupling cars, at Salamauca, N. Y.; finger amputated. W. Farguharson, engineer; engine 34.

and W., June 4. John Slenna, helper, at Olean rail-shop, age 53, had broken, at Olean, N. Y.; he was unloading some rails, from a small car tipped and two rails fell on him; leg amputated between knee and

P. June 4. Joseph Wick, age 35, had his right foot crushed in attempt to get between two cars, by climbing over the bumpers, at Bradford, Pa.; bone broken. J. Clark, engineer; engine 188.

and W., June 10. Edward Thornton, engineer, age 34, was killed.
n, fireman, age 30, was severely injured about body by train extra 36

striking a cow, throwing engine 481 from the track down the bank, near Ottenkill N. Y. C. R. Bodle, conductor; E. Thornton, engineer.

P. and H. R., June 11. Alexander Young, age 76, was instantly killed, near Lake View, N. J., by train 28; he was standing on track looking at a train passing west on the other track, and paid no attention to signals given. J. H. Morford, conductor; J. N. Sarvent, engineer; engine 187.

N. Y., L. E. and W., June 12. Wesley Vanderlip, brakeman, age 35, had end third finger of right hand smashed coupling cars, at Corning, N. Y., in train 3. M. E. Skellinger, conductor; J. Bishop, engineer; engine 153.

N. Y., L. E. and W., June 12. George Murcett, age 10, had his right leg badly cut and bruised by falling from coal train 1 at Carr's Rock, Pa.; no bones broken. He was stealing a ride, and in attempting to get off, his clothing getting caught, he fell. G. Mapes, conductor; C. Belknap, engineer; engine 238.

N. Y., L. E. and W., June 13. Michael Sullivan, age 13, got on caboose of train 38, and in passing over some gondolas he fell, and one car and one truck of another passed over him, dislocating one shoulder; left thigh broken, and both legs badly injured, at Olean, N. Y.; he has recovered. O. W. Barker, conductor; W. C. Clark, engineer; engine 89.

N. Y., L. E. and W., June 16. Ransom Marcian, age 25, in attempting to drive across track, wagon was struck by train 1st extra 10, near Binghamton, N. Y., and he was thrown out, breaking his collar-bone, and he received some slight bruises about the face; engine bell was ringing. W. S. Green, conductor; E. Bryan, engineer; engine 460.

B., N. Y. and E., June 19. Esquire W. Boylan, age 33, was severely injured about back and head in jumping from train 16 while in motion, near Batavia, N. Y. B. Van Tuyl, conductor; B. Weyant, engineer; engine 130.

N. Y., L. E. and W., June 29. George Thompson, age 30, was fatally injured at Hancock, N. Y., by falling under train in attempting to get on 1st extra 36, and was run over; he was under the influence of liquor at the time of accident; died next morning. W. H. Cole, conductor; C. Frazer, engineer; engine 379.

N. Y., L. E. and W., July 2. Mrs. Marcus Kane, age 60, in attempting to cross track in front of train 10, near Allegany, N. Y., was struck by bumper of engine and was bruised about body; sight and hearing poor. H. C. Brown, conductor; R. Cameron, engineer; engine 472.

N. Y., L. E. and W., July 4. Hiram Layton, brakeman, age 24, was severely bruised about left hip and shoulder by falling from train 38, near Great Valley, N. Y. O. W. Barker, conductor; A. N. Judd, engineer; engine 91.

N. Y., L. E. and W., July 5. John Carroll, trackman, age 50, was found dead on track in yard at Salamanca, N. Y.

Buffalo Branch, July 6. Burt F. Norton (child), age 2, was struck and killed by train 1st extra 33 at Canaseraga, N. Y.; he started to run across track, but stopped between the broad and narrow gauge rails, too late for engineer to stop before striking him. J. D. Horton, conductor; A. Courtrite, engineer; engine 487.

N. Y., L. E. and W., July 10. Michael Mooney, brakeman, age 45, had his hand badly jammed, coupling cars at Hornellsville, N. Y.; one finger amputated. Train 3d extra 10; D. Haire, conductor; J. W. Stickney, engineer; engine 433.

N. Y., L. E. and W., July 12. Zachariah Quick, brakeman, age 26, had his right arm cut off near the shoulder, at Turners, N. Y.; he fell from train extra 36, with arm across rail; arm was amputated at the shoulder. J. A. Cosse, conductor; E. N. Tucker, engineer; engine 356.

P. and H. R., July 13. Franklin Fox, brakeman, age 19, was killed in Bergen

in 9; supposed to have fallen from door of baggage car; no one saw M. Russell, conductor; B. Hafner, engineer; engine 313.

July 14. Robert Gayde, passenger, age 32, had his arm broken above striking some portion of the Hackensack bridge, on Newark Branch; arm out of window of coach in train 20. O. Howell, conductor; engineer; engine 347.

and W., July 15. Eugene Newkirk, age 19, was fatally injured at ; he stepped over on west-bound track, to get out of way of train t-bound track, directly in front of train 9; died same day; proper sign. J. H. Tenney, conductor; B. Hafner, engineer; engine 313.

and W., July 15. George Brewster, flagman, age 35, had his right crushed, coupling cars at Port Jervis, N. Y., in train extra 36; three ated. R. M. Cumming, conductor; G. H. Johnson, engineer; engine 112. and E., July 18. Daniel Leary, night hostler, Buffalo shop, age 35, had ated while coupling engines 397 and 190 together, at Buffalo, N. Y.; draw-bar slipped out of casting, and tender of engine 397 ran upon e 190, catching him between them.

and W., July 19. Richard Thompson, tramp, age 15, while stealing in two express cars in train 9, caught his foot between the bumpers, toes crushed, at Owego, N. Y. G. Van Thyl, conductor; T. Tennant, ine 67.

and E., July 21. Michael Donahue, switchman, age 34, had his right crushed, coupling cars at Buffalo, N. Y.; no bones broken. J. Jack, ine 406.

and W., July 22. Heber Holmes, telegraph repairer, age 30, in get on hand-car, near Pine Grove, Pa., he fell backward, and was nk, causing a compound fracture of the upper jaw-bone.

P., July 22. William F. Bennett, brakeman, age 27, had first finger of shed, coupling cars at Limestone, N. Y.; finger amputated between nd joints. Train 34; J. S. Barnes, conductor; A. H. Slatt, engineer;

R., July 25. John Kenneally, laborer, New York station, age 34, was ed about lower part of body, by being caught between house and was being moved along side Pier 3, Jersey City, N. J., for the pur- g freight; he was taken to St. Francis' hospital, where he is reported and likely to recover, without serious permanent injury.

and W., July 26. Michael Carl, age 17, had his arm broken in two g and ankle severely bruised, at Binghamton, N. Y.; in attempting to board of switch engine 220, his foot slipped and he fell. J. Salmon,

E. and W., July 31. James Price, age 10, was fatally injured, at ; he had caught a ride on side of car, in train 49, and, in attempting ell, and was run over; died same day. A. Depue, conductor; C. Cof- engine 315.

E. and W., August 3. James Wells, brakeman, age 19, had three t hand crushed, coupling cars at Turners, N. Y., in train extra 36. nctor; J. Mooney, engineer; engine 304.

and W., August 4. Neil Mahoney, age 20, was found on track, one ond Eddy, Pa., badly bruised about his head, side, and hip; he fell, et on some train; he was intoxicated.

R., August 11. Bartholomew McGrail, age 35, was found dead on ssaic Bridge, N. J.

N. Y., L. E. and W., August 11. Jerry O'Sullivan, age about 50, had his foot crushed, at Owego, N. Y.; he attempted to get on car in train wild cat east, and fell, wheel passing over his foot. C. C. Moore, conductor; J. K. Moore, engineer; engine 432.

Buffalo Branch, August 12. Michael Foley, trackman, age 72, was fatally injured. Thomas Fitzgerald, trackman, age 44, was severely bruised. Jay V. Willard, trackman, age 18, was bruised, and lost little finger. These trackmen were returning home from work, with two hand-cars, and when just west of bridge No. 17, near Warsaw, N. Y., the cog-wheel journal of head car broke, and cog-wheel dropped down, throwing the car from track, and trackmen were thrown off and run over, injuring them as above; Foley died, near Warsaw, August 25, 1878.

B., N. Y. and E., August 12. Cecelia Matties, age 6, was fatally injured, near Avon, N. Y., by being struck by train 8, while walking on track; signals were given, and engineer reversed his engine, but could not stop before striking her; died same day. W. S. Sherwood, conductor; A. Johnson, engineer; engine 222.

P. and H. R., August 14. George Yeomans, age about 50, was cut on head, and slightly bruised, at Jersey City, N. J.; he was walking on end of ties, and was struck by end of bumper of engine 298; proper signals were given. Train extra 3. W. H. Faulkner, conductor; D. C. Seward, engineer.

P. and H. R., August 15. John Van Houten, age 25, employed by N. J. and N. Y., in attempting to climb up on side of coal car, used as tender on engine 4, he fell, and his foot caught between the rails, and spraining his ankle. W. Wood, engineer; at Jersey City, N. J.

N. Y., L. E. and W., August 15. John Brogan, brakeman, age 22, had his right hand badly jammed (no bones broken), coupling cars, at Lackawaxen, Pa., in train extra coal 2. M. Blake, conductor; C. Belknap, engineer; engine 280.

B., N. Y. and E., August 15. John Callahan, fireman, age 29, had fleshy part of his left hand lacerated, at Buffalo, N. Y., caused by water-glass of engine 498 bursting, and, in reaching over to shut off the cocks, glass was blown up into his hand. M. Callahan, engineer.

N. and H., August 17. Peter Welch, age 36, was instantly killed, on bridge, over Passaic river, at Newark, N. J., by train 20; he was walking across the bridge, and stepped on track, when engine was but a short distance away; engineer reversed his engine, but could not stop before striking him. O. Howell, conductor; Shriner, engineer; engine 347.

N. Y., L. E. and W., August 17. Edward Montgomery, brakeman, age 45, had ends of two fingers of right hand smashed, while coupling cars, at Corning, N. Y., amputated at first joint. Train 37; E. M. Le Muany, conductor; T. Lyons, engineer; engine 394.

N. Y., L. E. and W., August 17. George Merritt, passenger, age 21, had shoulder dislocated, right leg badly cut, and face and head bruised, by falling from train 12, about four miles east of Binghamton, N. Y.; he was standing on platform and a sudden lurch of train threw him off. D. Haire, conductor; J. Bravo, engineer; engine 320.

P. and H. R., August 18. Charles F. Kearney, age 12, was fatally injured, Brunswick street crossing, at Jersey City, N. J., in attempting to jump from train extra 36, while in motion, fell under wheels, and was run over; he was taken to Francis' Hospital, where he died in a short time. H. W. Read, conductor; J. Shedd, engineer; engine 344.

N. Y., L. E. and W., August 19. Garrett Tobin (boy), age 3, was instantly killed by cars being switched, at Hornellsville, N. Y.; he started, with his brother, to

the wood-yard for chips, just as train began to move. C. Manning, engine 37.

August 21. Thomas Burk, switchman, age 45, had first finger of his hand caught in coupling cars, at Jersey City, N. J. J. Lore, engineer; engine 421.

August 23. Michael Shea, age 20, in attempting to pass between two trains caught in the hips and considerably squeezed, at Buffalo, N. Y. A. J. Smith, engineer 423.

August 23. Benjamin F. Gay, farmer, age 53, was fatally injured, by being struck by train 4, on highway crossing, east of Attica, N. Y., in driving across track. This accident occurred at night, and was not seen by engineer or fireman on account of a long dark night. Bell was ringing for crossing. Mr. Gay died August 24. J. C. McGill, conductor; G. W. Smith, engineer; engine 483.

August 26. Charles Harnock, laborer, car-shop, age 37, while washing skylight of baggage car a caboose was pushed against him from ladder, at Buffalo, N. Y., and he, falling on rail, was severely injured back and head.

August 27. John McFarlane, brakeman, age 20, in attempting to get into box car, at Alfred, N. Y., his foot slipped under the wheel and his head struck the car; doctor thinks he can save the foot. Wild Cat east; E. Thompson, engineer; T. Clark, engineer; engine 68.

August 29. Morris Cullen, passenger, age 27, had foot run over by train 4, near Goshen, N. Y., in jumping from train while in motion; foot injured just above the ankle. C. Hale, conductor; J. Earle, engineer; engine 104.

August 30. William C. Balcom, brakeman, age 26, had thumb and index finger injured coupling cars, at Junction, Buffalo, N. Y., while making up train. J. Rogers, conductor; T. Williamson, engineer; engine 505.

August 31. James Loder, age 68, was fatally injured, at Buffalo, N. Y., by being struck by train Wild Cat east, while walking on track; he had no signals given, being slightly deaf; died September 7, 1878. C. F. Smith, engineer; F. Baker, engineer; engine 153.

August 31. William C. Smith, brakeman, age 23, had his left hand injured coupling cars, at Buffalo, N. Y.; thumb amputated. Train 4. J. Barber, conductor; J. Glynn, engineer; engine 504.

September 3. Alfred Arnold, brakeman, age 40, had his hand injured coupling cars, at Owego, N. Y.; two fingers amputated. Train 4. J. Jones, conductor; B. Wakeman, engineer; engine 436.

September 5. Peter Jones, night track walker, age 35, was injured by train 5, 2½ miles east of Stockport, N. Y.; he was sitting on the track being a sharp curve engineer could see but a short distance. A. J. Smith, engineer; J. W. Weed, engineer; engine 104.

September 5. Jacob Pfruender, track laborer, age 58, was injured by train 4, about three miles east of Pond Eddy, Pa.; he was on the track being a sharp curve, and had just stepped out of way of train going west. J. C. McGill, conductor; M. L. Rose, engineer; engine 318.

September 5. Horace Foster, age 32, and Edward Foster, were struck and instantly killed, near Barton, N. Y., by train 3; they were on the track and paid no attention to signals given. D. L. Krum, conductor; J. C. McGill, engineer; engine 453.

September 7. Cornelius Hogan, laborer, Susquehanna shop,

age 55. was struck and killed by engine No. 1, at Susquehanna, Pa.; he stepped on track directly in front of engine. H. Kinsler, engineer.

P. and H. R., September 11. Thomas Reed, tramp, age 32, had toes of one foot crushed, at Jersey City, N. J., in getting on train extra 43; wheel ran over his foot. C. L. Boughner, conductor; J. Steele, engineer; engine 263.

P. and H. R., September 13. Celia Johnson, passenger (colored), age 25, had her ankle sprained in jumping from train 17 while in motion, at Berry's creek bridge near Rutherford Park, N. J. J. D. Northrup, conductor; R. Y. Davis, engineer; engine 352.

N. Y., L. E. and W., September 13. Michael Horan, trackman, age 30, was struck by a piece of timber, and badly bruised about head and body, while at work at Susquehanna, Pa.

P. and R., September 14. Robert Mather, passenger (mechanic), age 30, had back of his head slightly cut by falling in attempting to jump on train 102, at Paterson, N. J. W. E. Hepburn, conductor; W. Youmans, engineer; engine 215.

N. Y., L. E. and W., September 15. Mrs. Mary Mack, age 65, was struck and killed by engine 74, at Susquehanna, Pa.; she was walking on track and paid no attention to signals given; engine being moved by fireman, A. L. Horton.

B., N. Y. and E., September 17. Mrs. Margaret Esty, car cleaner, Buffalo, N. Y., age 45, while in a stooping position, coach was struck by another coach being switched, and striking her knocking her down, bruising her about head and face and knocking out three of her teeth.

N. Y., L. E. and W., September 19. Edward Chapell, age 19, fell from train 1 near Addison, N. Y., and had one foot cut off, and one leg run over (leg and foot amputated); he was stealing a ride on this train. G. M. Writer, conductor; L. Pettit, engineer; engine 23.

N. Y., L. E. & W., September 20. John McCormick, trackman, age 39, was struck and killed by train extra 35, at Goshen, N. Y. He stepped from east-bound track to get out of way of train coming east, directly in front of this train. J. Norwood, conductor; J. Medrick, engineer; engine 353.

P. & H. R., September 20. John Reeves, switchman, age 35, had two ribs broken by being caught between forward end of engine 420, and tank of engine 249, at Jersey City, N. J. W. Wood and J. Harring, engineers.

N. Y., L. E. and W., September 21. James B. Grannis, age 35, was quite seriously injured, but no bones broken, by being struck by train 8, near Smithboro, N. Y. in attempting to drive across track; his attention was attracted to a freight train passing in opposite direction. M. L. Wood, conductor; J. De Lancy, engineer; engine 29.

N. Y., L. E. and W., September 21. Patrick Honan, track laborer, age 48, was struck and instantly killed, by train 21, at Binghamton, N. Y.; he was walking on track, and stepped in front of engine, which was unobserved by him. C. C. Moore, conductor; J. K. Moore, engineer; engine 432.

N. Y., L. E. and W., September 21. Eli Thomas, age 24, deaf and dumb Indian, calf of his right leg was injured (not serious), at Salamanca, N. Y., in jumping from caboose of a switching train; he jumped right in way of engine 17, and was knocked down. W. Bartlett, engineer.

N. Y., L. E. and W., September 22. Anna Clark, age 22, was struck by train extra 35, at Greycourt, N. Y., cutting her head, and breaking her shoulder blade. She was walking near the track, and stepped on track when engine was but a short distance, and was struck by bumper of engine. G. A. Barrett, conductor; M. M. Rounds, engineer; engine 289; bell was ringing.

P. and H. R. September 23. Benjamin Scudder, age 40 (colored), in attempting

caboose of some train, while intoxicated, he was thrown down and head
 assaie, N. J.

Branch, September 23. Daniel Kelly, laborer (company's), age 18, in
 get on caboose of coal 9, near Brandt's, Pa., fell, and had his left foot
 sing it quite badly; no bones broken. T. O. Mapes, conductor; H.
 er; engine 168.

and W., September 23. Domnick Coultry, brakeman, age 45, had
 y injured (but no bones broken) by falling from a gondola car, and
 ck, at Painted Post, N. Y., caused by cars giving a sudden jerk; train
 Munyan, conductor; A. Rogers, engineer; engine 435.

Branch, September 25. William C. Osman, flagman, age 34, in jump-
 coach of train 165, he fell through a stringer bridge to the ground, at
 Y., injuring his chest, and spraining one ankle and one wrist; no
 C. F. Rix, conductor; J. Allen, engineer; engine 205.

Branch, September 30. Virgil Ledger, age 27, was found on track with
 off, at Brandt's, Pa.; he died about two hours after. He was subject
 s supposed he fell on track with a fit.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

BUTLER	New York City.
DANA	New York City.
GRANT	New York City.
WOODWIN	New York City.
GUTHRIE	Buffalo, N. Y.
EWETT	New York City.
JOHNSON	New York City.
MORGAN	New York City.
PARKER	Newark, N. J.
DERICK PIERSON	New York City.
MEDELL	Newburgh, N. Y.
SLEEBINS	New York City.
DOAN	New York City.
TALLMAN	New York City.
WELLS	Norwich, Conn.
WELSH	Philadelphia, Pa.

ey.

J. JEWETT	President, New York City.
W. SPENCER	Treasurer, New York City.
TUS R. McDONOUGH	Secretary, New York City.
R CHANUTE	Engineer, New York City.
S. BOWEN	Superintendent, New York City.

ions intended for this company should be addressed, Post Office Box
 York City.

igned have caused the foregoing statements to be prepared by the
 and agents of this company, from the books and records, and have
 as far as practicable, and believe them to be correct.

(Signed) B. W. SPENCER, *Treasurer.*
 E. S. BOWEN, *General Superintendent.*

(No. 120.)

NEW YORK AND MAHOPAC.

STATE OF NEW YORK, } ss.:
 New York County, }

CORNELIUS VANDERBILT, Secretary of the New York and Mahopac Railroad Company, being sworn, deposes and says, that the statements in the annexed report which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

C. VANDERBILT

Subscribed and sworn to before me, }
 this 20th day of November, 1878. }

W. J. VAN ARSDALE,
 Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$500,00
Amount of stock subscribed	265,00
Amount paid in, as by last report.	265,00
Total amount now paid in of capital stock	265,00

This road has no equipment. It has been operated by the New York Central and Hudson River Railroad Company, under contract, and the operations of the road will be included in the annual report of that company.

COST OF ROAD.

	By last report.	By present report.
For graduation and masonry	\$113,073 50	\$113,073 50
For bridges	14,755 49	14,755 49
Superstructure, including iron	68,143 84	68,143 84
Passenger and freight stations, buildings and fixtures	9,399 51	9,399 51
Land, land damages, and fences	49,520 48	49,520 48
Engineering and agencies	10,556 39	10,556 39
Total cost of road	\$265,449 21	\$265,449 21

CHARACTERISTICS OF ROAD.

Length of road	7.09
Length of road in this State	7.09
Length of road laid	6.97
Length of road laid in this State	6.97
Weight of rail, per yard, on main track	56 to 60
Length of main line of road from Golden's Bridge to Lake Mahopac	7.09

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

J. VANDERBILT	New York City.
VANDERBILT	New York City.
VANDERBILT	New York City.
SCHMIDT	New York City.
WETMORE	New York City.
NIVEN	New York City.
M. DEPEW	New York City.
ARKER	New York City.
L. ROBERTSON	Katonah.
F. TEED	Somers.
ERRITT	Golden's Bridge.
WHITLOCK	Croton Falls.
I. LEONARD	New York City.

AM H. VANDERBILT

Vice-President.

RT J. NIVEN

Treasurer.

LIUS VANDERBILT

Secretary.

ions intended for this company should be addressed, New York and
oad Company, Grand Central Depot, New York city.

igned has caused the foregoing statements to be prepared by the
and agents of this company, from the books and records, and has
a, as far as practicable, and believes them to be correct.

(Signed) C. VANDERBILT, *Secretary.*

(No. 121.)

NEW YORK AND MANHATTAN BEACH.

NEW YORK, }
k County, } ss.:

MOULTON, Treasurer, and ISAAC D. BARTON, acting Superintendent of
the New York and Manhattan Beach Railway Company, being
n, each for himself deposes and says, that the statements in the
t, which has been signed by each of them, at the end thereof, are true
according to the best of his knowledge, information, and belief.

(Signed) GILMAN S. MOULTON,
ISAAC D. BARTON.

I sworn to before me, }
of November, 1878. }

ALFRED C. CHAPIN,

Notary Public.

STOCK AND DEBTS.

as by charter	\$500,000 00
k subscribed	500,000 00
, as by last report	485,500 00
ow paid in of capital stock	500,000 00
s by last report	500,000 00
ow of funded debt	829,000 00
w of floating debt	45,000 00
ow of funded and floating debt	874,000 00
per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$13,333 70	\$15,542 40
Superstructure, including iron.....	45,227 10	90,822 40
Passenger and freight stations, buildings and fixtures	151,585 35	226,416 40
Land, land damages, and fences	465,925 30	478,301 40
Locomotives and fixtures, and snow plows	35,357 60	78,427 40
Passenger and baggage cars	25,556 61	82,259 40
Freight and other cars	5,956 20	8,420 40
Engineering and agencies	7,573 23	8,994 40
Telegraph line		1,476 40
Total cost of road and equipment.....	\$750,515 09	\$990,660 40

CHARACTERISTICS OF ROAD.

Length of road.....	15 mile
Length of road in this State.....	15 "
Length of road laid	5.44 "
Length of road laid in this State.....	5.44 "
Length of double track, including sidings	4.64 "
Weight of rail, per yard, on main track.....	40 pound
Number of engines.....	
Number of first-class passenger cars	
Number of first-class and open excursion passenger cars	
Number of baggage combination cars	
Number of freight cars, including coal cars	
Number of service cars.....	
Length of main line of road from Greenpoint, Brooklyn, E. D., to Manhattan Beach.....	15 mile

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	167,91
Number of miles run by freight trains.....	13,95
Number of passengers (all classes) carried in cars	1,056,87
Number of miles traveled by passengers, or number of passengers carried one mile	11,372,48
Number of tons, of 2,000 pounds, of freight carried in cars.....	16,740.368
Total movement of freight, or number of tons carried one mile.....	126,398.389
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	2
Rate of speed of same when in motion.....	2
Average rate of speed adopted by express trains, including stops...	2
Rate of speed of same when in motion	3
Average rate of speed adopted by freight trains, including stops....	1
Rate of speed of same when in motion.....	1
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	4
Average weight, in tons, of freight trains, exclusive of freight	7

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers	2 cents
For first-class way passengers.....	3 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$3,468 04	\$3,179 04	\$289 00
Repairs of buildings.....	16 88	15 48	1 40
Repairs of fences and gates.....	96 70	83 65	8 05
Totals	\$3,581 62	\$3,283 17	\$298 45
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$2,186 75	\$2,004 53	\$182 22
Repairs of passenger and baggage cars.....	1,227 52	1,227 52	.....
Repairs of freight cars	291 12	.....	291 12
Repairs of tools and machinery in shops	16 07	14 74	1 33
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	38 75	85 53	3 22
Totals	\$3,760 21	\$3,282 32	\$477 89

EXPENSES—(Continued).

OPERATING THE ROAD.		ALLOTTED TO	
	Amount.	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	\$4,643 23	\$4,256 29	\$386 94
Agents and clerks.....	12,365 14	11,394 71	1,030 43
Labor: loading and unloading freight	1,464 46	.....	1,464 46
Porters, watchmen, and switchtenders.....	10,175 53	9,327 56	847 97
Wood and water station attendance.....	811 57	744 41	67 16
Conductors, baggage and brakemen	5,804 20	5,820 52	483 68
Engineemen and firemen	8,084 02	7,410 36	673 66
Fuel: cost and labor of preparing for use.....	7,619 59	6,984 62	634 97
Oil and waste for engines and tenders	461 14	422 71	38 43
Oil and waste for freight cars	24 16	.....	24 16
Oil and waste for passenger and baggage cars	206 43	206 43	.....
Damage for injuries of persons.....	230 50	211 29	19 21
Damage to property, including damages by fire and cattle killed on road.....	148 75	136 36	12 39
General superintendence.....	6,004 90	5,504 49	500 41
Contingencies *.....	93,894 73	86,069 00	7,825 73
Totals	\$151,938 35	\$137,928 75	\$14,009 60
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.	\$3,581 62	\$3,283 17	\$298 45
Repairs of machinery	3,760 21	3,282 32	477 89
Operating	151,938 35	137,928 75	14,009 60
Totals	\$159,280 18	\$144,494 24	\$14,785 94

* Steamboat service, rents, police, and detective service, music, advertising, insurance, etc.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Passengers.....	\$251,542 47
Freight.....	16,780 43
Other sources.....	29,824 20
	<u>\$298,147 10</u>
OTHER THAN FOR CONSTRUCTION.	
Transportation expenses.....	\$159,280 18
Interest.....	\$56,538 09
	<u>\$215,818 27</u>
Amount of surplus fund.....	<u>\$82,328 83</u>

ACCIDENTS.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	.....	.....	1	.....
.....	1	.....	1
.....	1	.....	1
.....	1	.....	1
.....	1	.....	.....	3	1	3

a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of the person, as follows:

Alph Long, laborer, fell between engine and car of construction train, to board engine, after it had been uncoupled from car; was struck by the same, and died of his injuries same date; the accident took place at.....

Unknown woman, about sixty years old, was slightly injured, while crossing the track, at Lorimer street, Greenpoint.

Jacob Wielhelm, while walking on track, between Flushing and....., was run over and his leg broken.

An unknown man, while walking on track near Sheepshead Bay, was struck by an excursion car, and had his leg broken, and was otherwise injured.

Rental paid New York, Bay Ridge and Jamaica Railroad, as follows:

.....	\$28,000 00
.....	7,000 00
River rental.....	1 00
Bayway Beach, for that portion leased.....	1 00

State Engineer and Surveyor

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

AUSTIN CORBIN	Brooklyn, N. Y.
J. B. UPHAM	Boston, Mass.
CHAS. L. FLINT	Boston, Mass.
JOHN J. PICKERING	Portsmouth, N. H.
B. T. MARTIN	Chelsea, Mass.
D. C. CORBIN	New York City.
GEORGE S. C. DOW	Brooklyn, N. Y.
G. S. MOULTON	New York City.
C. F. MOULTON	New York City.
F. W. DUNTON	Brooklyn, N. Y.
ALFRED SELLY	Brooklyn, N. Y.
ALFRED C. CHAPIN	Brooklyn, N. Y.
E. C. HUMBERT	Brooklyn, N. Y.

AUSTIN CORBIN	President, Brooklyn, N. Y.
G. S. MOULTON	Treasurer and Secretary, New York City.
D. H. CARDOZO	Engineer, New York City.
I. D. BARTON	Superintendent, New York City.

Communications intended for this company should be addressed, New York and New England Railroad Company, 61 Broadway, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

GILMAN S. MOULTON, *Treasurer.*

ISAAC D. BARTON, *Superintendent.*

(No. 122.)

NEW YORK AND NEW ENGLAND.

NEW YORK AND NEW ENGLAND RAILROAD COMPANY,
PRESIDENT'S OFFICE,
224 FEDERAL STREET, BOSTON, Nov. 16, 1878.

E. D. SMALLEY, Esq., *Deputy State Engineer and Surveyor, Albany:*

DEAR SIR — Yours of the 13th inst. received, and I beg leave to say that while work has been done on the unfinished portion of this company's road, within the limits of New York, since the bankruptcy of the Boston, Hartford and Erie Railroad Company, whose successors we are by foreclosure of its mortgage—we have since the first of last month paid the debt which underlay our mortgage on the Hartford, Providence and Fishkill Division of our road, and we are now in possession and operating the same from Providence, R. I., to Waterbury in Connecticut, which is as far as the same is completed.

Being now in possession and operating our road from Boston and Providence, to Waterbury, we are of course anxious to see the incomplete portion finish

atter city and the Hudson river, and it is our intention to resume the
as soon as circumstances permit.

o my letter of the 29th of November, 1876, published on page 741 of
f that year, there is nothing that occurs to me to add of interest to the
ur State, further than to say, that being now in possession of the com-
our road, we hope to finish the remainder at an early day.

Very respectfully,

Your ob't servant,

WM. T. HART, *President.*

(No. 123.)

NEW YORK, NEW HAVEN AND HARTFORD.

NEW YORK, } ss.:
t County. }

ROUGHS, Treasurer, and E. M. REED, General Superintendent of oper-
New York, New Haven and Hartford Railroad Company, being sever-
ach for himself deposes and says, that the statements in the annexed
has been signed by each of them, at the end thereof, are true and cor-
g to the best of his knowledge, information, and belief.

(Signed) W. A. BURROUGHS,
E. M. REED.

and sworn to before me, }
y of November, 1878. }

E. C. ROBINSON, *Notary Public, New York County.*

STOCK AND DEBTS.

as by charter.....	\$15,500,000 00
stock subscribed.....	15,500,000 00
in, as by last report.....	15,500,000 00
t now paid in of capital stock.....	15,500,000 00
t, as by last report.....	229,809 15
now of floating debt.....	306,204 02
t now of funded and floating debt.....	306,204 02

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
ion and masonry.....	\$13,578,547 38	\$13,578,547 38
are, including iron.....		
and freight stations, buildings and		
car houses, machine shops, ma-		
and fixtures.....	2,114,501 42	\$2,154,454 71
damages, and fences.....		
and fixtures, and snow plows....		
and baggage cars.....		
other cars, tug and barges.....	\$15,693,048 80	\$15,733,002 09
and agencies.....		
st of road and equipment.....		

CHARACTERISTICS OF ROAD.

Length of road	123 mi
Length of road in this State	15.13
Length of road laid	123
Length of road laid in this State	15.13
Length of double track, including sidings	179.10
Length of branches owned by the company, laid	17.5
Length of branches leased by the company, laid	61.8
Length of double track laid on same	11.8
Weight of rail, per yard, on main track	61 and 62
Number of engine-houses and shops	
Number of engines	
Number of first-class passenger cars	
Number of baggage, mail, and express cars	
Number of freight cars, including coal cars	1
Length of main line of road from Harlem Junction to Springfield, Mass.	123 m

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	1,385
Number of miles run by freight trains	702
Number of miles run by other trains	33
Number of passengers (all classes) carried in cars	3,525
Number of miles traveled by passengers, or number of passengers carried one mile	105,458
Number of tons, of 2,000 pounds, of freight carried in cars	898
Total movement of freight, or number of tons carried one mile	45,594
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	
Rate of speed of same when in motion	
Average rate of speed adopted by express trains, including stops ..	
Rate of speed of same when in motion	
Average rate of speed adopted by freight trains, including stops ..	
Rate of speed of same when in motion	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	
Average weight, in tons, of freight trains, exclusive of freight	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	5
Of animals	3
Of vegetable food	6
Other agricultural products	36
Manufactures	76
Merchandise	52
Other articles	90
Total *	279

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES
MILE, AS FOLLOWS:

For first-class through passengers	2.62 c
For first-class way passengers	2.85

* In the State of New York.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	ALLOTTED TO		
	Amount.	Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$122,220 12	\$81,480 08	\$40,740 04
Repairs of bridges	47,826 01	31,884 01	15,942 00
Cost of iron used in repairs.....	27,181 45	18,120 97	9,060 48
Repairs of buildings	41,452 56	34,543 80	6,908 76
Repairs of fences and gates	4,597 33	3,831 11	766 22
Taxes on real estate.....	226,836 76	151,224 51	75,612 25
Totals.....	\$470,114 23	\$321,084 48	\$149,029 75
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$122,209 95	\$81,473 30	\$40,736 65
Repairs of passenger and baggage cars	91,900 73	91,900 73	.....
Repairs of freight cars	53,894 16	.....	53,894 16
Repairs of tools and machinery in shops	10,636 75	7,291 17	3,345 58
Incidental expenses.....	38,066 04	.....	38,066 04
Totals.....	\$317,007 63	\$180,665 20	\$136,342 43

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	\$37,031 08	\$27,179 11	\$9,851 97
Agents and clerks	134,804 23	60,143 55	74,660 68
Labor: loading and unloading freight	95,962 93	.....	95,962 93
Station labor and expenses	185,470 73	139,103 05	46,367 68
Porters, watchmen, and switchtenders	95,108 39	63,465 60	31,732 79
Wood and water station attendance	14,062 69	9,975 18	4,087 56
Conductors, baggage and brakemen	220,054 20	143,678 96	76,375 24
Enginemen and firemen	125,142 59	71,881 85	53,310 74
Fuel: cost and labor of preparing for use	218,146 21	145,430 81	72,715 40
Oil and waste	33,839 41	22,553 61	11,276 80
Loss and damage of goods and baggage	1,790 23	.....	1,790 23
Damage for injuries of persons	4,182 41	4,182 41	.....
Damage to property, including damages by fire and cattle killed on road	2,730 50	.....	2,730 50
General superintendence	29,950 00	15,800 00	7,650 00
Contingencies	189,114 42	108,858 18	80,256 24
Totals	\$1,381,371 02	\$811,702 26	\$569,668 76

RAILROAD REPORT.

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SUBDIVISION OF CONTINGENCIES.

at expenses	\$8,898 68
.....	4,609 20
.....	99,852 92
.....	27,167 25
.....	20,697 43
.....	27,888 94
.....	<u>\$189,114 42</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ing road-bed, etc.	\$470,114 23	\$321,084 48	\$149,029 75
of machinery	317,007 63	180,665 20	136,342 43
.....	1,381,371 02	811,702 26	569,668 76
.....	<u>\$2,168,492 88</u>	<u>\$1,313,451 94</u>	<u>\$855,040 94</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

INGS.*	
passengers	\$2,241,171 92
freight	1,309,778 08
other sources	302,032 65
Total	<u>\$3,852,982 65</u>

RECEIPTS.	
passengers	\$2,241,171 92
freight	1,309,778 08
.....	\$104,449 03
.....	161,882 07
.....	35,701 55
.....	<u>302,032 65</u>
Total	<u>\$3,852,982 65</u>

EXPENSES OTHER THAN FOR CONSTRUCTION.

transportation expenses	\$2,168,492 88
interest, H. R. and P. C. R. E.	130,000 00
dividends on stock—amount and rate per cent, two of 5 p. et.,	1,550,000 00
payments to surplus fund	4,489 77
Total	<u>\$3,852,982 65</u>
Total amount of surplus fund	<u>\$2,118,637 47</u>

Total gross earnings of this company in the State of New York for the period covered by
t were \$3,852,982.65.

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
1877.							
October 1.....	1	....	1
October 8.....	1	....	1
October 18.....	1	....	1
November 9.....	1	....	1
December 27.....	1	....	1
1878.							
January 23.....	1	....
February 16.....	1	....	1
March 20.....	1	....
May 10.....	1	....	....	....
May 28.....	1	....	1
June 13.....	1	....	1
June 22.....	1	....	1
June 27.....	1	....	....	....
July 19.....	1	....	1
August 17.....	1	....	....	....	....	....
August 21.....	1	....	1
September 2.....	1	....	1
Total.....	1	....	2	12	2	12

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and name of such person, as follows:

1877.

October 1. The 8.05 A. M. train from New York killed Bertha Shelger, age 13, deaf mute, who was playing on the track at One Hundred and Sixty-ninth street, New York city.

October 8. James Carney, age 13, playing on freight cars as they were being hauled by horses on Fourth avenue, between Forty-second and Forty-third streets, fell and had his leg crushed; he died next day.

October 18. The 12.03 P. M. train from New Haven struck and killed Thomas Leonard, who was walking on the train near Melrose.

November 9. Benjamin Raymond was found dead on the track near Mamaroneck, supposed to have been killed by one of the night trains.

December 27. The 11.45 A. M. train from Stamford killed Mrs. Burns, walking on the track near Port Chester.

1878.

January 23. John Greer, a newsboy, was blown from the 1 P. M. train from New York, near Mount Vernon; slightly injured.

February 16. The 6.30 A. M. train from New Haven killed Michael Nash, who was working at sewer under the track at Mott Haven.

March 20. The 7.34 A. M. train from South Norwalk struck and slightly injured Wm. C. Atwood, who was walking on track near Port Chester.

theodore Shields, a brakeman on 12 m. train from Harlem river, was slightly injured by first bridge west of New Rochelle.

The 7:30 p. m. train from New Haven struck and killed Wm. Burroughs, of the Harlem Railroad, who attempted to pass between the engine and truck a flying switch at Forty-sixth street and Fourth ave., New York. The 7:38 p. m. train, from New York, killed Peter Fisher, who was back, near Pelham station.

Thas. Metzgar, walking on track, near Harlem railroad Junction, was d by the 11 A. M. train from New York.

John Strang, night watchman at Port Chester, was slightly injured, by 10 m New Haven, while switching.

The 5:28 p. m. train, from New Haven, killed an unknown lady, walking Harrison station.

An unknown man jumped from the 7:45 A. M. train from New n near New Rochelle Junction, and was slightly injured.

James Fitzpatrick was struck and killed by the 5 A. M. train from as it was being switched, at Forty-sixth street and Fourth avenue, y.

2. The 5:15 p. m. train, from New York, struck and killed Henrietta walking on the track, near Mount Vernon.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

BISHOP.....	Bridgeport, Ct.
D.....	New Haven, Ct.
MUNT.....	New York.
MILLER.....	New York.
W. CHAPIN.....	Springfield, Mass.
NAST.....	New York.
ROBINSON.....	Hartford, Ct.
WBRIDGE.....	New Haven, Ct.
HEELER.....	Bridgeport, Ct.
D.....	Hartford, Ct.
SCHILL.....	New York.
NATRODS.....	New Haven, Ct.
NDERBILT.....	New York.

D. BISHOP.....	President.
REED.....	Vice-President.
BURROUGHS.....	Treasurer.
SANFORD.....	Secretary.
SEYMOUR.....	Engineer.
E. REID.....	General Superintendent.

Communications intended for this company should be addressed, Fourth avenue and street, New York city, Grand Central Depot.

Witness my hand and the foregoing statements to be prepared by the and agents of this company, from the books and records, and have n as far as practicable, and believe them to be correct.

(Signed) WM. A. BURROUGHS, *Treasurer.*
E. M. REED, *General Superintendent.*

(No. 124.)

NEW YORK AND OSWEGO MIDLAND.

STATE OF NEW YORK, }
 City and County of New York, } ss.:

JOHN G. STEVENS, being duly sworn deposes and says, that he is one of the Receivers of the New York and Oswego Midland Railroad, appointed under an order of the United States Circuit Court for the Southern District of New York, on the 18th of November, 1873, and is General Manager of said road; that he has caused statements in the annexed report to be prepared from the books and records of New York and Oswego Midland Railroad Company, and from the books and records of John G. Stevens and Abram S. Hewitt, Receivers of said road, which statements have been signed by him, at the end thereof, and that the said statements are true according to the best of his knowledge, information, and belief.

(Signed) J. G. STEVENS

Subscribed and sworn to before me, }
 this 26th day of November, 1878. }

WILLIAM C. GULLIVER,

Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$10,000,000
Amount of stock subscribed	7,707,500
Amount paid in, as by last report	6,800,522
Total amount now paid in of capital stock	6,800,522
Funded debt, as by last report	16,073,500
Total amount now of funded debt	16,073,500
Floating debt, as by last report	6,513,552
The amount now of floating debt	6,513,018
Total amount now of funded and floating debt	22,586,518
Average rate, per annum, of interest on funded debt	7 per cent

The portion of this road known as the "Western Extension" has been sold under foreclosure, and is now owned by the Ithaca, Auburn and Western Railway Company, and is included in their report. The mileage of that portion is omitted from this report; but the item, "cost of road and equipment," still includes all expenditures made on that account by the company or Receivers.

The reorganization of the company, after a sale in the existing foreclosure proceedings, will render a restatement of cost of road and equipment necessary.

It has, therefore, been deemed best by the Receiver to report according to the books of the company until the sale occurs, as any deduction on account of the portion sold would be merely approximate, there being no record from which the exact figures can be given.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and masonry	\$12,639,998 80	\$12,653,797 74
.....	538,210 78	555,688 08
including iron	6,000,097 73	6,004,410 35
and freight stations, buildings and	498,654 90	504,473 05
car houses, machine shops, machin-	333,684 54	336,022 30
ures	1,581,651 94	1,582,824 01
images, and fences	1,639,556 75	1,639,556 75
and fixtures, and snow plows	549,406 98	549,406 98
baggage cars	1,871,467 80	1,875,861 10
ther cars	561,290 06	561,290 06
and agencies	70,373 76	70,373 76
aph		
of road and equipment	\$26,284,394 04	\$26,333,704 18

CHARACTERISTICS OF ROAD.

.....	249 miles.
in this State	249 "
laid	249 "
laid in this State	249 "
ble track, including sidings	40 "
nches owned by the company, laid	95 "
ble track laid on same	6 "
, per yard, on main track	56 and 57 lbs.
ngine-houses and shops	14
gines	79
st-class passenger cars	35
garage, mail, and express cars	24
ight cars, including coal cars	1,404
ervice cars	25
n line of road from Oswego to Middletown	249 miles.

S OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

les run by passenger trains	4,879
les run by mixed trains	352,977
les run by freight trains	69,563
les run by working and switching engines	77,973
ssengers (all classes) carried in cars	261,497
iles traveled by passengers, or number of passengers	5,579,976
mile	212,541
as of 2,000 pounds, of freight carried in cars	
ut of freight, or number of tons carried one mile	12,701,830
of speed adopted by ordinary passenger trains, includ-	15
iles per hour)	25
of same when in motion	12
of speed adopted by freight trains, including stops	15
of same when in motion	
nt, in tons, of passenger trains, exclusive of passengers	75
nt, in tons, of freight trains, exclusive of freight	100

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	4
Of animals	2
Of vegetable food	1
Other agricultural products	1
Manufactures	2
Merchandise	
Coal	6
Other articles	
Total	21

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES
MILE, AS FOLLOWS:

For first-class through passengers	3
For first-class way passengers	3
For average passengers	2.37

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.....	\$124,833 90	\$49,933 56	\$74,900 34
Cost of iron used in repairs.....	7,382 44	2,932 98	4,429 46
Repairs of buildings.....	1,562 30	634 92	937 83
Repairs of fences and gates.....	825 57	330 23	495 34
Taxes on real estate.....	32,205 65	12,882 26	19,323 39
Totals.....	\$166,809 86	\$66,723 95	\$100,085 91
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$18,111 03	\$7,244 41	\$10,866 62
Repairs of passenger and baggage cars.....	12,235 72	12,235 72	.....
Repairs of freight cars.....	31,194 31	.....	31,194 31
Repairs of tools and machinery in shops.....	3,297 97	1,319 19	1,978 78
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	8,239 92	3,296 97	4,943 95
Totals.....	\$73,078 95	\$24,095 29	\$48,983 66

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$18,038 52	\$7,213 41	\$10,820 11
Agents and clerks	39,824 66	15,929 86	23,894 80
Labor: loading and unloading freight.	9,401 38	.....	9,401 38
Porters, watchmen, and switchtenders.	2,422 80	.....	1,453 68
Wood and water station attendance	4,840 37	969 12	2,904 23
Conductors, baggage and brakemen.	34,884 58	1,936 15	20,930 75
Enginemen and firemen.	28,024 67	13,953 83	16,814 80
Fuel: cost and labor of preparing for use	52,129 08	11,209 87	31,277 45
Oil and waste for engines and tenders.	1,600 62	640 25	960 37
Oil and waste for freight cars.	8,069 07	1,927 63	1,841 44
Oil and waste for passenger and baggage cars.	1,054 48	.....	1,054 48
Loss and damage of goods and baggage.	362 33	.....	.....
Damage for injuries of persons.	18,341 49	362 33	.....
General superintendence.	45,175 00	7,386 60	11,004 89
Contingencies	7,305 38	18,070 00	27,105 00
Expenses operating telegraph .....	.....	2,922 13	4,383 20
Totals	\$206,469 28	\$102,622 81	\$163,846 57

RAILROAD REPORT.

407

SUBDIVISION OF CONTINGENCIES.

transportation:

.....	\$4,439 29
.....	3,300 00
nd overcharges	9,898 04
.....	492 00
.....	3,262 07
.....	219 67
nts	4,975 00
.....	1,170 52

er:

.....	730 86
urniture and fixtures.	27 26
nts	5,920 50

ce of way:

ow and ice	1,498 25
------------------	----------

enses:

.....	3,112 86
es	6,128 68
.....	\$45,175 00

RECAPITULATION OF TRANSPORTATION EXPENSES.

Amount.	ALLOTTED TO	
	Passenger transportation.	Freight transportation.
road-bed, etc.	\$66,723 95	\$100,085 91
achinery	24,095 29	48,983 66
.....	102,622 81	163,846 57
.....	\$193,442 05	\$312,916 14

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

s.	
engers	\$132,299 38
ight	371,850 36
er sources	55,870 66
.....	\$560,020 40

engers	\$132,299 38
ight	371,850 36
.....	\$18,259 11
.....	10,727 18
ce	11,330 09
.....	15,554 28
.....	55,870 66
.....	\$560,020 40

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$506,31
For interest.....	2,
To payments to surplus fund.....	\$1,3
Total.....	\$560,0

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 5.....	1	....	....	....	....
October 10.....	1	....	1	....
October 22.....	2	....	....	....	....
November 30.....	1	....	....	....	....
December 12.....	1	....	....	....	1	....
1878.								
January 3.....	1	....	....	....	....
February 20.....	1	....	....	....	....
June 4.....	1	....	....	....	....
June 12.....	1	....	....	....	....
Total.....	1	8	1	....	2	....

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, the name of such person, as follows:

1877.

October 5. James Doyle, brakeman, attempting to get on a freight car of while in motion, missed his footing and fell; one wheel passing over his foot, crushing two of his toes, rendering it necessary to amputate them.

October 10. Italian found dead on track in South Hill cut; was run over.

October 22. M. Mitchell, brakeman, wrist broken while coupling cars at M Upton.

October 22. Lewis Worth, brakeman, hand caught and crushed between drawheads while coupling cars at Fulton.

November 30. Thomas Batie, brakeman, had his hand caught between the drawheads while coupling cars at Munnsville; crushed four of his fingers.

December 12. William Bradley, trackman, fell from scaffold car while working in Shawangunk tunnel, and was killed.

1878.

January 3. C. W. Frisbee, baggageman, fell from top of cars while going side track at Hamden; badly bruised between knee and hip.

February 20. E. S. St. John, brakeman, while coupling cars in yard at Sid was caught between cars; wrist slightly injured.

June 4. Hiram Cooper, brakeman, had his thumb smashed coupling cars at Fulton.

June 12. O. Carman, brakeman, while coupling cars in Ellenville yard had caught between drawheads and was slightly injured.

communications intended for this company should be addressed, JOHN G. ABRAM S. HEWITT, Receivers, No. 145 Broadway, New York.

signed has caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. G. STEVENS, *Receiver*.

(No. 125.)

NEW YORK QUICK TRANSIT.

CUYAHOGA, }
County, } ss.:

CHARLES B. STUART, President of the New York Quick Transit Railway Company, deposes and says, that the statements in the annexed report, which has been submitted to him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) CHARLES B. STUART.

and sworn to before me, }
day of October, 1878. }

THOMAS EMERY,

Notary Public in and for Cuyahoga Co., Ohio.

STOCK AND DEBTS.

Capital stock.....	\$500,000 00
Stock subscribed.....	5,000 00
Amount paid in, as by last report.....	500 00
Amount now paid in of capital stock.....	500 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount expended to this date.....	\$490 00	\$490 00

The road has been surveyed and located.

CHARACTERISTICS OF ROAD.

Length of road, as located.....	4½ miles.
Length of main line of road from Harlem river to the Bronx river...	4½ "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

CHARLES B. STUART.....	Cleveland, Ohio.
QUINCY A. GILLMORE.....	New York City.
CHAS. J. GILLIS.....	New York City.
FRANCIS H. NASH.....	New York City.
EUGENE RING.....	New York City.
JOHN McDONALD.....	New York City.
CHAS. A. FULLER.....	New York City.
EARNEST HALL.....	New York City.
ALEXANDER LUDLOW.....	Brooklyn, N. Y.
JOHN S. MARCY.....	Riverhead, L. I.
CHAS. F. STUART.....	Cleveland, Ohio.
SAMUEL N. HAIGHT.....	Port Chester, N. Y.
NORMAN A. SMITH.....	Port Chester, N. Y.

CHARLES B. STUART.....	President, Cleveland, O.
EUGENE RING.....	Treasurer, New York City.
CHAS. A. FULLER.....	Secretary, New York City.
SAMUEL N. HAIGHT.....	Engineer, Port Chester, N. Y.

Communications intended for this company should be addressed, General CHARLES B. STUART, Cleveland, Ohio.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believes them to be correct.

(Signed) CHARLES B. STUART, *President*

(No. 126.)

NEW YORK AND SEA BEACH.

STATE OF NEW YORK, }
Kings County, } ss.:

SAMUEL J. MURPHY, Treasurer, and SAMUEL McELROY, acting Superintendent of the New York and Sea Beach Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report which has been signed by each of them, at the end thereof, are true and correct according to the best of his knowledge, information, and belief.

(Signed) S. J. MURPHY,
 SAMUEL McELROY

Subscribed and sworn to before me, }
 this 18th day of November, 1878. }

JOHN H. TAYLOR,
Notary Public.

STOCK AND DEBTS.

Stock subscribed.....	\$100,000 00
Now paid in of capital stock.....	88,500 00
Now of floating debt.....	88,500 00
Now of funded and floating debt.....	70,500 00
	70,500 00

COST OF ROAD AND EQUIPMENT.

Land and masonry.....	\$9,679 02
.....	12,099 95
....., including iron.....	27,000 33
..... of freight stations, buildings and fixtures.....	46,378 51
..... for houses, machine shops, machinery and fixtures.....	4,353 45
..... images, and fences.....	21,520 35
..... and fixtures, and snow plows.....	12,355 00
..... baggage cars.....	11,508 35
..... other cars.....	1,065 63
..... and agencies.....	8,711 76
..... etc.....	5,464 65
Cost of road and equipment.....	\$160,137 00

CHARACTERISTICS OF ROAD.

.....	6 miles.
..... in this State.....	6 "
..... laid.....	3.78 "
..... laid in this State.....	3.78 "
..... ble track, including sidings.....	0.63 "
..... per yard, on main track.....	56 pounds.
..... engine-houses and shops.....	1
..... engines.....	2
..... first-class passenger cars (rated as 8-wheel cars).....	8
..... freight cars.....	2
..... service cars.....	6
..... line of road from New York, Bay Ridge and Jamaica Coney Island.....	6 miles.

Completed and not in operation.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

SMITH.....	Brooklyn.
C. BACKHOUSE.....	Brooklyn.
L. INMAN.....	New York.
LAW.....	New Jersey.
MCCORMACK.....	Brooklyn.
MURPHY.....	New York.
ATHROP.....	New York.

BACKHOUSE.....	President, Brooklyn.
MURPHY.....	Treasurer and Secretary.
L. McLEROY.....	Engineer and Superintendent.

Communications intended for this company should be addressed, SAMUEL J. MURPHY, 100 Broadway, New York.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believe them to be correct.

(Signed) S. J. MURPHY, *Secretary and Treasurer*,
SAMUEL MCELROY, *Chief Engineer and Su*

(No. 127.)

NEW YORK UNDERGROUND RAILWAY EXTENSION.

STATE OF NEW YORK, }
New York County, } ss.:

OLIVER W. BARNES, President and acting Superintendent of operations of the York Underground Railway Extension Company, being sworn, deposes and that the statements in the annexed report, which has been signed by him, at the thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) OLIVER W. BARNES

Subscribed and sworn to before me, }
this 4th day of November, 1878. }

J. F. WALLER,
Notary Public, No. 52, New York County.

STOCK AND DEBTS.

Capital stock.....	\$10,000,000
Amount of stock subscribed.....	5,000,000
Amount paid in, as by last report.....	5,000,000
Total amount now paid in of capital stock.....	5,000,000

CHARACTERISTICS OF ROAD.

Length of road.....	5
Length of road in this State.....	5
Length of main line of road from Harlem river to Yonkers.....	5

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

OLIVER W. BARNES	New York
HENRY S. CRANK.....	Yonkers.
WILLIS A. BARNES	New York
ROBERT L. S. WHITE	New York
HENRY S. FOOTE	New York
HUGH L. COLE.....	New York
N. MURRAY.....	New York
BENJAMIN F. HAM	New York
COURTNEY SCHENCK.....	New York
HENRY H. CASEY.....	New York
VEDDER VAN DYCK	New York
A. G. DARWIN.....	New York
ALEXANDER McDONALD.....	New York

OLIVER W. BARNES President and Superintendent.
WILLIS A. BARNES Treasurer.

ations intended for this company should be addressed, OLIVER W.
12 Wall street, New York.

signed has caused the foregoing statements to be prepared by the
ers and agents of this company, from the books and records, and has
em as far as practicable, and believes them to be correct.

(Signed) OLIVER W. BARNES, *President.*

(No. 128.)

NEW YORK, WESTCHESTER AND BOSTON.

NEW YORK. }
Westchester County. }

VER, Receiver, and JOHN VAN NEST, Vice-President and acting Superin-
tendence of the New York, Westchester and Boston Railroad Company,
duly sworn, each for himself, deposes and says, that the statements in the
report, which has been signed by each of them, at the end thereof, are true
according to the best of his knowledge, information, and belief.

(Signed) WM. A. SEAVER,
JOHN VAN NEST.

and sworn to before me, }
day of December, 1878. }

HENRY C. ANDREWS,
Notary Public (71), New York County.

STOCK AND DEBTS.

Capital stock.....	\$1,000,000 00
Stock subscribed.....	233,300 00
Paid in, as by last report.....	57,530 00
Amount now paid in of capital stock.....	57,530 00
Amount, as by last report.....	232,762 30
Amount now of floating debt.....	232,762 30
Amount now of funded and floating debt.....	232,762 30

of stock has been made since last report.

has not increased, except as interest may have accrued on the floating
debts incurred by the Receiver.

action has been done since last report. The Receiver has merely pre-
served property.

litigation concerning the amount of stock subscribed. There is also liti-
gation concerning the relations of the company to the New York and Croton River,
Croton and Croton River Extension, and the Pelham and Port Chester Rail-
roads, the accounts of all of which companies are included in the accounts
of the company.

favorable prospect of an early adjustment of the pending litigation and
of all these lines.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present
For graduation and masonry	\$54,083 35	\$54,
Land, land damages, and fences	168,161 44	168,
Engineering and agencies	67,819 61	67,
Total cost of road and equipment.....	\$290,064 40	\$290,

CHARACTERISTICS OF ROAD.

Length of road.....	21.50
Length of road in this State.....	21.50
Length of main line of road from Harlem river to Port Chester.....	21.50

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN VAN NEST	New York City
JAMES D. HODGSKIN	New York City
ALAN HAY.....	New York City
C. D. VAN WAGENEN	New York City
A. HEGEWISH.....	New York City
E. OTTEN	New York City
R. E. O'BRIEN	New York City
C. F. JAWHET.....	New York City
JOHN BROOKS	New York City
ALVIN HIGGINS.....	New York City

JOHN VAN NEST Vice-President.

JAMES B. HODGSKIN..... Treasurer.

Communications intended for this company should be addressed, JOHN VAN NEST,
No. 59 William street, New York city.

The undersigned have caused the foregoing statements to be prepared by
proper officers and agents of this company, from the books and records, and
examined them as far as practicable, and believe them to be correct.

(Signed) W. A. SEAVER, *Receiver.*JOHN VAN NEST, *Vice-President.*

(No. 129.)

NEW YORK, WESTCHESTER AND PUTNAM.

NEW YORK, January 9, 1872
No. 3 Broad street.

E. D. SMALLEY, Esq., *Deputy State Engineer, Albany, N. Y.:*

DEAR SIR—The New York, Westchester and Putnam Railroad Company
organized to take title to the property of the New York Boston Railroad, formerly
and has leased its entire property to the New York City and Northern Railroad
Company, in perpetuity.

Very respectfully yours,

C. GODDARD, *Secretary N. Y. C. and N. R. R.*

(No. 130.)

NEW YORK, WEST SHORE AND CHICAGO.

NEW YORK, }
City and County, } ss.:

J. M. COURTENAY, President of the New York, West Shore and Chicago Railway, being sworn, deposes and says, that the statements in the annexed report have been signed by him, at the end thereof, are true and correct, to the best of his knowledge, information, and belief.

(Signed) J. M. COURTENAY.

and sworn to before me, }
this 1st day of December, 1878. }

CHAS. T. MORRAN,

Notary Public, New York County.

STOCK AND DEBTS.

Capital stock subscribed	\$10,000,000 00
in, as by last report	451,000 00
now paid in of capital stock	45,100 00
as by last report	5,019,240 12
now of funded debt	5,050,000 00
as by last report	302,120 50
per annum, of interest on funded debt	7 per cent.

give the amount of the present floating debt, as we have no statement either or his attorneys as to the amount of cost and expenses of the foreclosures, etc., to this date.

On the 1st day of May, 1875, a bill in equity was filed in the United States Court for the Southern District of New York, by a bondholder, to foreclose the mortgage on the rights, property, and franchises of this railroad company, and Livingston, New York, was appointed Receiver. A decree was entered on the 1st day of May, 1878. The sale was advertised by Commissioner John A. Livingston, made on the 27th day of September, but was adjourned to the 28th day of September, and again adjourned to the 9th day of December, 1878, at the request of the bondholders, and is now adjourned to the 7th day of February, 1879.

	By last report.	By present report.
Land and masonry	\$173,478 51	\$173,478 51
Iron, including iron	14,152 46	14,152 46
Buildings, and fences	613,723 00	613,723 00
Land and agencies	338,969 78	338,969 78
Cost of road and equipment	\$1,140,323 75	\$1,140,323 75

There has been expended by this company, in addition, on the New Jersey division of this road, for right of way, depot grounds and dock, at the eastern terminus and for road complete and part constructed, the sum of \$3,389,196.38.

CHARACTERISTICS OF ROAD.

Length of road	424.84 m
Length of road in this State	406.53
Length of road laid	2.50
Length of road laid in this State .....	.50
Weight of rail, per yard, on main track	60 pounds
Length of main line of road from Hoboken, N. J., to Buffalo, N. Y. .	424.84 m

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN M. COURTENAY	Cornwall, N. Y.
JAMES A. BELL	Dexter, N. Y.
WILLIAM BOND	New York.
E. BOWDINOT COLT	New Jersey.
LEONARD T. GUTHRIE	New York.
A. W. GREENLEAF	New York.
JOHN J. COOK	New York.
D. P. PATTERSON	Hillsdale, N. J.
ROBERT RENNIE	Lodi, N. Y.
W. M. RICHARDS	New York.
I. O. STEVENS	Dunellen, N. J.
J. C. WYMAN	New York.
E. R. WIGGIN	Boston, Mass.
J. M. COURTENAY	President, Cornwall, N. Y.
L. T. GUTHRIE	Treasurer, New York City.
L. M. GUTHRIE	Secretary, Kansas City, Mo.
CHAS. B. STEWART	Engineer, Cleveland, Ohio.

Communications intended for this company should be addressed, J. M. COURTENAY, President, No. 21 Courtlandt street, New York city.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believes them to be correct.

(Signed) J. M. COURTENAY, President

(No. 131.)

NEW YORK, WOODHAVEN AND ROCKAWAY.

NEW YORK, }
 City of New York, } ss.:

D. CONOVER, President, and JULIUS F. CHESEBROUGH, Secretary of the New
 York and Rockaway Railroad Company, being severally sworn, each
 deposes and says, that the statements in the annexed report, which has
 been made by each of them, at the end thereof, are true and correct, according to
 their knowledge, information, and belief.

(Signed) DANIEL D. CONOVER,
 JULIUS F. CHESEBROUGH.

and sworn to before me, }
 of December, 1878. }

JOHN E. PHELPS,

Notary Public, Kings County, N. Y.

STOCK AND DEBTS.

as by charter	\$600,000 00
stock subscribed	28,000 00
on, as by last report	1,860 00
now paid in of capital stock	<u>2,660 00</u>

CHARACTERISTICS OF ROAD.

in line of road from Long Island City to Rockaway	15 miles.
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

D. CONOVER	New York City.
AS NORT	New York City.
ELLY	New York City.
CONOVER	New York City.
ELIGH	New York City.
BRES	New York City.
W. CONOVER	New York City.
STEWART	New York City.
CHESEBROUGH	New York City.
PHELPS	White Plains.
LANE	Brooklyn, L. I.
DAKLEY	Jamaica, L. I.
FORD	Springfield, L. I.
D. CONOVER	President.
F. CHESEBROUGH	Treasurer and Secretary.
C. LANE	Engineer.

Persons intended for this company should be addressed to the under-
 rock city.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believe them to be correct.

(Signed) DANIEL D. CONOVER, *President*.
JULIUS F. CHESEBROUGH, *Secretary*.

(No. 132.)

NIAGARA BRIDGE AND CANANDAIGUA.

STATE OF NEW YORK, }
City and County of New York, } ss.:

HUBBARD HENDRICKSON, Secretary of the Niagara Bridge and Canandaigua Road Company, being duly sworn, deposes and says, that the statements annexed report, which has been signed by him, at the end thereof, are true and correct to the best of his knowledge, information, and belief.

(Signed) HUBBARD HENDRICKSON

Subscribed and sworn to before me, }
this 16th day of January, 1879. }

WM. A. HAGGERTY,
Notary Public (140), New York County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$1,000,
Amount of stock subscribed.....	1,000,
Amount paid in, as by last report.....	1,000,
Total amount now paid in of capital stock.....	1,000,

The Canandaigua and Niagara Falls Railroad Company was a corporation incorporated under the general railroad act of 1850, articles filed May 18, 1851. The company constructed a railroad from Canandaigua to Suspension Bridge, and gaged its property, corporate franchises, etc., to secure the issue of certain bonds. This mortgage was subsequently foreclosed, and the mortgaged property purchased by James M. Brown, Charles Congdon, and Robert B. Potter, who, subsequently associated other parties with them, and formed this corporation, the articles of incorporation of which were filed August 25, 1858. To this company these goods were subsequently conveyed the property.

The line was then leased by this company to the New York Central Railroad Company, for the term of this company's charter, under provisions by which the railway shareholders of this company collect their proportion of the rental belonging to their shares directly from the Central Company, so that no payment for rental has been made by the Central Company to this company.

HUBBARD HENDRICKSON,

Secretary Niagara Bridge and Canandaigua R. R. Co.
No. 89 Wall street, New York

NOTE.—Rental received from New York Central and Hudson River Railroad Company, \$60,000, being six per cent on the capital stock.

State Engineer and Surveyor

(No. 133.)

NIAGARA FALLS BRANCH.

NEW YORK, } ss.
County, }

MASSEY, President of the Niagara Falls Branch Railroad Company, deposes and says, that the statements in the annexed report, which has been made by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) MARCELLUS MASSEY.

d sworn to before me, }
of November, 1878. }

LUDWIG R. MILLER,
Notary Public.

STOCK AND DEBTS.

.....	\$250,000 00
Stock subscribed.....	14,000 00
do, as by last report.....	1,400 00
Now paid in of capital stock.....	1,000 00

been done toward construction.

CHARACTERISTICS OF ROAD.

.....	8 miles.
in this State	8 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

Directors.	
MASSEY	Brooklyn, N. Y.
FLORE	Brooklyn, N. Y.
MOAN	New York City.
HENNY	New York City.
DENF	New York City.
DS	New York City.
STON	New York City.
FIELD, JR.	New York City.
AMAN	New York City.
USHING	New York City.
L	New York City.
IN	Newark, N. J.

ELLUS MASSEY..... President.
LAWYER..... Secretary and Treasurer.

ions intended for this company should be addressed, MARCELLUS
6 Exchange place, New York.

gried has caused the foregoing statements to be prepared by the
and agents of this company, from the books and records, and has
as far as practicable, and believes them to be correct.

(Signed) MARCELLUS MASSEY, *President.*

(No. 134.)

NORTHERN OF NEW JERSEY.

STATE OF NEW YORK, }
County, } ss.:

J. HULL BROWNING, President, and O. A. ROORBACH, Treasurer and acting
intendant of operations of the Northern Railroad Company of New Jersey
severally sworn, each for himself deposes and says, that the statement
annexed report, which has been signed by each of them, at the end of the
true and correct, according to the best of his knowledge, information, and

(Signed) J. HULL BROWNING
O. A. ROORBACH

Subscribed and sworn to before me, }
this 26th day of November, 1878. }

HANSEN H. SMITH,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$1,000,000
Total amount of capital stock issued.....	1,000,000
Funded debt, as by last report.....	400,000
Total amount now of funded debt.....	400,000
Total amount now of funded and floating debt.....	400,000
Average rate, per annum, of interest on funded debt.....	7

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment.....	\$527,451 82	\$527,451 82

CHARACTERISTICS OF ROAD.

Length of road.....	21.00
Length of road in this State.....	21.00
Length of road laid.....	21.00
Length of road laid in this State.....	21.00
Length of double track, including sidings.....	3.00
Weight of rail, per yard, on main track.....	56
Length of main line of road from Sparkill, N. Y., to Bergen Junction, N. J.....	21.00

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$18,000
From freight.....	4,000
From other sources.....	1,000
Total.....	\$23,000

* NOTE.—Gross earnings of the Northern of New Jersey and of the Nyack and
Railroads.

State Engineer and Surveyor.

engers	\$186,383 42
ght.....	45,749 46
.....	\$700 00
.....	1,397 22
.....	16 52
	<hr/> 2,113 74
	<hr/> \$234,246 62

OTHER THAN FOR CONSTRUCTION.

ortation expenses	*\$186,943 26
it	28,000 00
ats to surplus fund	19,303 36
	<hr/> \$234,246 62
amount of surplus fund	<hr/> \$35,570 77

figures include the earnings and expenses of the Nyack and Northern
h is leased by this company; and as both are operated by the New
ie and Western Railroad Company, under contract, the undersigned
annual report of that company for a statement of the number of passen-
of freight carried, miles run, expenses, repairs, accidents and inci-
st year, as the details are not in this office.

O. A. ROORBACH, *Secretary.*

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

BROWNING	Tenafly, N. J.
A. BROWNING	Crosskill, N. Y.
MARQUAND	New York City.
OVEN	Elmira, N. Y.
ABRISKIE	Jersey City, N. J.
A. HARDENBURGH	Jersey City, N. J.
USON	Tenafly, N. J.
McCULLOCH	Englewood, N. J.
ROORBACH	New York City.

L. BROWNING....., President.

ROORBACH....., Vice-President, Treasurer, and Secretary.

cons intended for this company should be addressed, O. A. ROORBACH,
197 Reade street, New York city.

red have caused the foregoing statements to be prepared by the
and agents of this company, from the books and records, and have
as far as practicable, and believe them to be correct.

(Signed) J. HULL BROWNING, *President.*

O. A. ROORBACH, *Treasurer and Secretary.*

the percentage of receipts paid to the New York, Lake Erie and Western
y for operating this road; also the rental (interest on bonds) of the Nyack and
ad, and the expense of maintaining the organization.

State Engineer and Surveyor.

(No. 135.)

NYACK AND NORTHERN.

STATE OF NEW YORK, ss.:

ELIAS H. SISSON, President, and ORVILLE A. ROORBACH, Treasurer of the
and Northern Railroad Company, being severally sworn, each for himself
and says, that the statements in the annexed report, which has been signed
each of them, at the end thereof, are true and correct, according to the best
knowledge, information, and belief.

(Signed)

E. H. SISSON,
O. A. ROORBACH

Subscribed and sworn to before me, }
this 26th day of November, 1878. }

HANSEN H. SMITH,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$75,000 00
Amount of stock subscribed	70,000 00
Amount paid in, as by last report	78,000 00
Total amount now paid in of capital stock	78,000 00
Funded debt, as by last report	157,000 00
Total amount now of funded debt	157,000 00
Total amount now of funded and floating debt	157,000 00
Average rate, per annum, of interest on funded debt	7 per cent

COST OF ROAD AND EQUIPMENT.

	By last report.	By present
For graduation and masonry	\$77,513 04	\$77,513 04
Superstructure, including iron	92,148 19	92,148 19
Passenger and freight stations, buildings and fixtures	15,231 45	15,231 45
Land, land damages, and fences	41,208 84	41,208 84
Engineering and agencies	10,140 72	10,140 72
Total cost of road and equipment	\$236,242 24	\$236,242 24

CHARACTERISTICS OF ROAD.

Length of road	4.33
Length of road in this State	4.33
Length of road laid	4.33
Length of road laid in this State	4.33
Length of double track, including sidings .....	.51
Weight of rail per yard on main track	56 p
Length of main line of road from Nyack, N. Y. to Sparkill, N. Y.	4.33

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

From sources.....	\$11,025 00
.....	\$11,025 00
.....	\$11,025 00
.....	\$11,025 00

is leased to the Northern Railroad Company of New Jersey, and the
refers to the annual report of that company for a statement of the
expenses.

O. A. ROORBACH, *Secretary*.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

SISSON.....	Tenafly, N. J.
LL BROWNING.....	Tenafly, N. J.
A. HARDENBERGH.....	Jersey City, N. J.
ZARRISKIE.....	Jersey City, N. J.
ER S. DIVEN.....	Elmira, N. Y.
A. SHEPARD.....	Nyack, N. Y.
A. ROORBACH.....	New York.

S H. SISSON..... President.

LE A. ROORBACH..... Treasurer and Secretary.

ations intended for this company should be addressed, O. A. ROORBACH,
o. 197 Reade Street, New York city.

signed have caused the foregoing statements to be prepared by the
s and agents of this company, from the books and records, and have
m as far as practicable, and believe them to be correct.

(Signed) E. H. SISSON, *President*.
O. A. ROORBACH, *Secretary*.

(No. 136.)

OCEAN PALACE ELEVATED.

NEW YORK, }
k County, } ss.:

JOHNSON, President of the Ocean Palace Elevated Railroad Company,
for himself deposes and says, that the statements in the annexed
has been signed by him, at the end thereof, are true and correct,
the best of his knowledge, information, and belief.

(Signed) ALBERT F. JOHNSON.

and sworn to before me, }
y of December, 1878. }

GEORGE R. CARRINGTON,

Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$300,000 00
Amount of stock subscribed	46,800 00
Amount paid in, as by last report	600 00
Total amount now paid in of capital stock	635 00

CHARACTERISTICS OF ROAD.

Length of road	6 miles.
Length of main line of road from Coney Island Point to Sheepshead Bay	4.25 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JAMES SUTHERLAND	Parkville, L. I.
ALBERT F. JOHNSON	Parkville, L. I.
F. B. JOHNSON	Parkville, L. I.
R. F. CLAYTON	Brooklyn, N. Y.
ROBERT WILSON	Brooklyn, N. Y.
THOMAS MEGHAN	Brooklyn, N. Y.
R. H. TIGHE	Brooklyn, N. Y.
H. W. CLAYTON	North Derry, Vt.
JEROME BOREMAN	Parkville, L. I.
GUSTAVUS DREW	Brooklyn, N. Y.
S. C. HALL	Parkville, L. I.
JOHN C. WALKER	Brooklyn, N. Y.
BAYARD MILLER	Brooklyn, N. Y.

A. F. JOHNSON	President, Parkville, L. I.
R. F. CLAYTON	Treasurer, Brooklyn, N. Y.
ROBERT WILSON	Secretary, Brooklyn, N. Y.

Communications intended for this company should be addressed, A. F. JOHNSON, Parkville, L. I., Kings county.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) ALBERT F. JOHNSON, *President.*

(No. 137.)

OGDENSBURGH AND LAKE CHAMPLAIN.

STATE OF NEW YORK, }
St. Lawrence County, } ss.:

WILLIAM J. AVERILL, President pro tem., and WM. W. HUNGERFORD, acting Superintendent of operations of the Ogdensburgh and Lake Champlain Railroad Com-

severally sworn, each for himself deposes and says, that the statements
ed report, which has been signed by each of them, at the end thereof,
correct, according to the best of his knowledge, information, and belief.

(Signed) WM. J. AVERILL,
W. W. HUNGERFORD.

and sworn to before me, }
y of November, 1878. }

LEVI HASBROUCK,
Notary Public.

STOCK AND DEBTS.

as by charter.....	\$3,077,000 00
stock subscribed.....	3,077,000 00
in, as by last report.....	5,077,000 00
now paid in of capital stock.....	5,077,000 00
as by last report.....	950,000 00
now of funded debt*.....	994,000 00
as by last report.....	148,333 34
now of floating debt.....	267,202 37
now of funded and floating debt.....	1,261,202 37
per annum, of interest on funded debt.....	7.12 per cent.

ent of stock paid in as by last report, includes \$2,000,000 of preferred
from the State Engineer's office, dated Albany, N. Y., October 25, 1878.
debt consists of all liabilities except the funded debt. Our floating
of:

.....	\$224,380 80
.....	4,014 00
.....	5,819 31
.....	24,119 20
.....	650 00
.....	8,219 06
.....	\$267,202 37

d debt is increased as follows :

	Last year.	This year.
.....	\$56,000 00	\$446,000 00
.....	500,000 00	156,000 00
.....	394,000 00	392,000 00
.....	\$950,000 00	\$994,000 00
.....		950,000 00
.....		\$44,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$1,862,822 87	\$1,823,540 00
For bridges.....	180,420 07	176,286 00
Superstructure, including iron.....	1,126,356 26	1,103,619 00
Passenger and freight stations, buildings and fixtures.....	426,292 96	418,024 00
Engine and car-houses, machine shops, machinery and fixtures.....	117,333 09	115,266 00
Land, land damages, and fences.....	141,393 72	139,326 00
Locomotives and fixtures, and snow plows.... }	427,481 33	419,213 00
Passenger and baggage cars..... }		
Freight and other cars.....	1,179,335 97	1,152,430 00
Engineering and agencies.....	129,704 68	127,637 00
Elevator building.....	205,779 92	201,643 00
Total cost of road and equipment.....	\$5,796,920 87	*\$5,677,000 00

CHARACTERISTICS OF ROAD.

Length of road.....	118 mi
Length of road in this State.....	118 "
Length of road laid.....	118 "
Length of road laid in this State.....	118 "
Length of double track, including sidings.....	18 "
Weight of rail, per yard, on main track.....	60 pound
Number of engine-houses and shops.....	
Number of engines.....	
Number of first-class passenger cars.....	
Number of second-class and emigrant passenger cars.....	
Number of baggage, mail, and express cars.....	
Number of freight cars, including coal cars.....	
Number of service cars.....	
Length of main line of road from Ogdensburgh to Rouse's Point....	118 mi

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	154,
Number of miles run by freight trains.....	307,
Number of passengers (all classes) carried in cars.....	115,
Number of miles traveled by passengers, or number of passengers carried one mile.....	3,369,
Number of tons, of 2,000 pounds, of freight carried in cars.....	269,
Total movement of freight, or number of tons carried one mile....	24,534,

Cost of road consists as follows:

Common stock.....	\$3,077,000 00
First issue of preferred stock to cancel first mortgage.....	1,500,000 00
Disbursements of second issue preferred stock.....	500,000 00
Equipment bonds.....	500,000 00
Cost of obtaining possession, and extraordinary expenses.....	100,000 00

Total as per ledger..... \$5,677,000 00

* NOTE.—Not correct in last report.

State Engineer and Surveyor

of speed adopted by ordinary passenger trains, including miles per hour)	26.2
d of same when in motion	31
of speed adopted by express trains, including stops...	28.9
d of same when in motion	33
of speed adopted by freight trains, including stops....	10
d of same when in motion	13 to 15
ght, in tons, of passenger trains, exclusive of passengers	
ge.....	75
ght, in tons, of freight trains, exclusive of freight.....	200

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

cts of the forest	74,339
.....	11,112
food.....	24,045
tural products	91,162
.....	15,944
.....	32,331
a, including iron ore	20,908
.....	269,843

FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

s through passengers	1½ to 3 cents.
s way passengers	3½ to 4 "
lass through passengers.....	1½ to 3 "
t through passengers	1½ to 3 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$69,500 31	\$13,305 06	\$56,295 25
Repairs of bridges.....	5,375 44	1,021 33	4,354 11
Repairs of docks.....	6,352 17	1,506 91	5,145 26
Insurance.....	7,916 16	1,504 07	6,412 09
Cost of iron used in repairs:			
Allotted to passenger transportation:			
Length in feet.....	25,120		
Weight in pounds.....	470,331		
Allotted to freight transportation:			
Length in feet.....	107,091		
Weight in pounds.....	2,005,093		
Repairs of buildings.....	11,177 99	2,123 82	9,054 17
Repairs of fences and gates.....	1,412 96	268 46	1,144 50
Taxes on real estate.....	27,745 17	5,271 58	22,473 59
Totals.....	\$158,119 42	\$30,042 68	\$128,076 74
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$16,509 62	\$3,136 83	\$13,372 79
Repairs of passenger and baggage cars.....	10,697 20	10,697 20	.....
Repairs of freight cars.....	35,472 08	.....	35,472 08
Repairs of tools and machinery in shops.....	1,917 30	364 29	1,553 01
Incidental expenses, including oil, fuel, clerks, watchman, etc., about shops.....	838 56	159 33	679 23
Totals.....	\$65,434 76	\$14,857 65	\$50,577 11

RAILROAD REPORT.

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OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$4,184 12	\$794 98	\$3,389 14
Agents and clerks	38,378 41	7,291 90	31,086 51
Labor: loading and unloading freight	7,203 47	.....	7,203 47
Porters, watchmen, and switchtenders.....	7,547 14	1,433 96	6,113 18
Wood and water station attendance.....	1,409 23	267 75	1,141 48
Conductors, baggage and brakemen	23,797 65	4,331 55	18,466 10
Enginemen and firemen	20,809 61	3,858 83	16,950 78
Fuel: cost and labor of preparing for use.....	36,063 56	6,852 08	29,211 48
Oil and waste for engines and tenders.....	2,230 20	423 74	1,806 46
Oil and waste for freight cars	1,734 58	.....	1,734 58
Oil and waste for passenger and baggage cars.....	675 86	675 86	.....
Loss and damage of goods and baggage	140 11	26 62	113 49
Damage to property, including damages by fire and cattle killed on road	253 50	43 16	205 34
General superintendence	11,265 09	2,138 47	9,116 62
Contingencies	20,607 65	3,915 45	16,692 20
Totals	\$174,790 18	\$32,059 35	\$142,730 83

SUBDIVISION OF CONTINGENCIES.

Traveling expenses.....	\$4,024
Compensation to J. C. Pratt	1,143
Detectives.....	83
Gas bills.....	46
Advertising.....	243
Incidentals.....	47
Rent, etc., of telegraph wire (and operators).....	1,594
Cost of running the grain elevator.....	7,054
Rent, etc., of Boston office.....	2,000
Rent, etc., of Norwood station.....	213
Law fees.....	2,100
Western agency, H. W. Pratt.....	254
Ice.....	43
Total	\$20,604

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.	\$158,119 42	\$30,042 68	\$128,076 74
Repairs of machinery	65,434 76	14,357 65	51,077 11
Operating.....	174,790 18	32,059 35	142,730 83
Totals.	\$398,344 36	\$76,459 68	\$321,884 68

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$98,254
From freight.....	353,600
From other sources.....	90,744
Total	\$542,600

2d. RECEIPTS.

From passengers.....	\$98,254
From freight.....	353,600
Use of cars.....	\$41,700 55
Elevating.....	22,883 78
U. S. mail.....	9,872 65
Express.....	5,000 00
Rents.....	11,289 27
Total	\$542,600

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$398,344
For interest.....	82,900
For dividends on stock—amount and rate per cent, 8 per cent. . .	160,000
Total	\$641,244
Total amount of surplus fund.....	\$20,356

ACCIDENTS.

	Injured.
1878	1

is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and of such person, as follows:

1. Freight brakeman P. Driscoll, fell from No. 10 train, coming into yard, and was considerably injured about the head and face. He left the company after the accident; but has recovered from the injuries

has received any injury during the year.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

J. AVERILL	Ogdensburgh, N. Y.
JOSEPH ADAMS	Boston, Mass.
ANDREWS	Malone, N. Y.
M. BARNARD	Boston, Mass.
COX	Salem, Mass.
M. FELTON	Philadelphia, Pa.
FARLOW	Boston, Mass.
FARNSWORTH	Boston, Mass.
HALE	Newburyport, Mass.
F. HURLBURD	Brasher, N. Y.
LEWIS	Boston, Mass.
THOMPSON	Boston, Mass.

J. AVERILL	President <i>pro tem</i> .
JOSEPH A. CHURCH	Treasurer and Secretary.
W. HUNGERFORD	Engineer and Superintendent.

communications intended for this company should be addressed, LORING S. Chief Clerk, Ogdensburgh, St. Lawrence county, New York.

signed have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have them as far as practicable, and believe them to be correct.

(Signed) WM. J. AVERILL, *President pro tem*,
W. W. HUNGERFORD, *Supt.*

(No. 138.)

OGDENSBURGH AND MORRISTOWN.

STATE OF NEW YORK, }
Oneida County, } ss.:

JOHN THORN, Treasurer of the Ogdensburgh and Morristown Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN THORN

Subscribed and sworn to before me, }
 this 27th day of November, 1878. }

CHAS. S. SYMONDS,
Notary Public, Oneida County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$160,000
Amount of stock subscribed	111,800
Amount paid in, as by last report	1,180
Total amount now paid in of capital stock	111,800

This road is operated by the Utica and Black River Railroad Company, and its earnings and expenses are included in that company's report.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry	\$25,950
Superstructure, including iron	43,780
Passenger and freight stations, buildings and fixtures	8,140
Engine and car-houses, machine shops, machinery and fixtures	5,310
Land, land damages, and fences	14,780
Engineering and agencies	3,620
Total cost of road and equipment	\$111,570

CHARACTERISTICS OF ROAD.

Length of road	10.67 m
Length of road in this State	10.67
Length of road laid	10.67
Length of road laid in this State	10.67
Length of double track, including sidings .....	.75
Weight of rail, per yard, on main track	60 pounds
Number of engine houses and shops	
Length of main line of road from Morristown to Ogdensburgh, N. Y.	10.67 m

* EARNINGS AND CASH RECEIPTS AND PAYMENTS.

* NOTE.—This road is owned by the Utica and Black River Railroad Company, therefore no rental is paid for this line.

State Engineer and Surveyor

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN.....	Utica.
T C. WEST.....	Lowville.
WYFARD.....	Utica.
RE S. SAYRE.....	Utica.
A. GRAHAM.....	Utica.
WHEELER.....	Utica.
LAWRENCE.....	Utica.
B. GOODWIN.....	Waterville.
J. BACON.....	Utica.
J. WILLIAMS.....	Utica.
E. BROWER.....	Utica.
LEONARD.....	Lowville.
D C. DAVENPORT.....	Lowville.
WITT C. WEST.....	President, Lowville.
N THORN.....	Treasurer, Utica.
LIAM E. HOPKINS.....	Secretary, Utica.

Communications intended for this company should be addressed, JOHN THORN,
No. 24 Whitesboro street, Utica, Oneida county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the
officers and agents of this company, from the books and records, and has
examined them, as far as practicable, and believes them to be correct.

(Signed) JOHN THORN, *Treasurer.*

(No. 139.)

OLEAN, BRADFORD AND WARREN.

NEW YORK, }
Oneida County, } ss.:

CHARLES S. CORY, President, and WM. L. BAKER, acting Superintendent of oper-
ations of the Olean, Bradford and Warren Railroad Company, being severally sworn,
each deposes and says, that the statements in the annexed report, which
were made by each of them, at the end thereof, are true and correct, accord-
ing to the best of his knowledge, information, and belief.

(Signed) CHARLES S. CORY,
WM. L. BAKER.

and sworn to before me, }
this 1st day of December, 1878. }

FRANK RAMSEY,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter *	\$60,00
Amount of stock subscribed	100,00
Amount paid in, as by last report	100,00
Total amount now paid in of capital stock	100,00

COST OF ROAD AND EQUIPMENT.

	By present re
For graduation and masonry	\$43,54
For bridges	3,25
Superstructure, including iron	43,19
Passenger and freight stations, buildings and fixtures	50
Engine and car-houses, machine shops, machinery and fixtures	1,50
Land, land damages, and fences	4,65
Locomotives and fixtures, and snow plows	17,00
Passenger and baggage cars	7,26
Freight and other cars	18,41
Engineering and agencies	2,06
Total cost of road and equipment	\$141,46

CHARACTERISTICS OF ROAD.

Length of road	12.53 n
Length of road in this State	12.53
Length of road laid	12.53
Length of road laid in this State	12.53
Weight of rail, per yard, on main track	35 & 40
Number of engine-houses and shops	
Number of engines	
Number of first-class passenger cars	
Number of second-class and emigrant passenger cars	
Number of baggage, mail, and express cars	
Number of freight cars, including coal cars	
Number of service cars	
Length of main line of road from Olean to State line	12.53 m

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	12
Number of passengers (all classes) carried in cars	91
Number of miles traveled by passengers, or number of passengers carried one mile	676
Number of tons, of 2,000 pounds, of freight carried in cars	14,626
Total movement of freight, or number of tons carried one mile	207,710
Average rate of speed adopted by ordinary passenger trains, including stops, miles per hour	
Rate of speed of same when in motion	
Average rate of speed adopted by express trains, including stops	
Rate of speed of same when in motion	
Average rate of speed adopted by freight trains, including stops	
Rate of speed of same when in motion	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	
Average weight, in tons, of freight trains, exclusive of freight	

* Increased \$40,000.

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest	5,790.677
Food	60.900
Natural products	193.63
.....	888.847
.....	3,911.877
.....	1,739.726
.....	2,242.870
.....	<hr/>
.....	14,625.969
.....	<hr/>

FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

Through passengers	5 cents.
Day passengers	5 "
.....	<hr/>

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Track-bed and railway, excepting cost of iron	\$8,822 98
Bridges	595 03
Fences and gates	202 10
Real estate	132 12
.....	<hr/>
.....	\$9,752 23
.....	<hr/>

EXPENSES OF REPAIRS OF MACHINERY.

Engines and tenders	\$611 88
Passenger and baggage cars	327 61
Freight cars	157 38
Tools and machinery in shops	98 93
Repairs, including oil, fuel, clerks, watchmen, etc., about	176 46
.....	<hr/>
.....	\$1,272 23
.....	<hr/>

EXPENSES OF OPERATING THE ROAD.

Salaries, stationery, etc.	\$1,057 85
Clerks	3,368 38
Loading and unloading freight	2,719 70
Conductors and switchtenders	233 33
Station attendance	66 08
Baggage and brakemen	2,941 31
Firemen	2,951 59
Cost of labor of preparing for use	1,725 07
Cost for engines and tenders	239 00
Cost for freight cars	120 00
Cost for passenger and baggage cars	119 21
Damage of goods and baggage	80 85
Injuries to persons	130 44
Property, including damages by fire and cattle killed on	135 00
Superintendence	534 88
.....	1,096 42
.....	<hr/>
.....	\$17,519 17
.....	<hr/>

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$9,7
Repairs of machinery	1,
Operating.....	17,5
Total.....	\$28,6

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	\$21,3
From freight.....	24,3
From other sources.....	3,3
Total	\$48,9

2d. RECEIPTS.

From passengers	\$21,3
From freight	24,3
Express.....	\$3,115 80
News.....	204 16
Total	\$48,9

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$28,6
To payments to surplus fund	20,3
Total	\$48,9
Total amount of surplus fund.....	\$20,3

The figures herein shown, are made up from March 1, 1878, when we commenced running regularly. Our receipts prior to that date were \$3,156.78. Expenses paid, \$2,368.70. We have paid four dividends, 2 per cent per month. An item of \$20,324.99 has been expended.

ACCIDENTS.

May 10, 1878.....

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

May 10. James Tierney, employed as freight brakeman, fell from the top of a box car near Rock City; one car passed over his left leg; leg was amputated below the knee; accident caused by the man slipping while going over the train; man living.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WETT.....	Buffalo, N. Y.
B. GATES.....	Buffalo, N. Y.
GLENNY.....	Buffalo, N. Y.
C. JEWETT.....	Buffalo, N. Y.
EMSEY.....	Buffalo, N. Y.
AMLIN.....	Buffalo, N. Y.
MOHLKOPF.....	Buffalo, N. Y.
MLIN.....	Buffalo, N. Y.
RY.....	Olean, N. Y.
BARSE.....	Olean, N. Y.
MORRIS.....	Olean, N. Y.
EVANS.....	Olean, N. Y.
HITNEY.....	Olean, N. Y.

J. CARY.....	President, Olean, N. Y.
S. MORRIS.....	Treasurer and Secretary, Olean, N. Y.
S. GATCHELL.....	Engineer, Buffalo, N. Y.
L. BAKER.....	Superintendent, Olean, N. Y.

Communications intended for this company should be addressed, Olean, Cattaraugus Co., N. Y.

The undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) CHAS. S. CARY, *President.*
W. L. BAKER, *Supt.*

(No. 140.)

ONTARIO SOUTHERN.

NEW YORK, }
County, } ss.:

J. CARRYL, Secretary pro tem., and JAMES HARDY, acting Superintendent of the Ontario Southern Railroad Company, being severally sworn, each deposes and says, that the statements in the annexed report, which has been made by each of them, at the end thereof, are true and correct, according to their best knowledge, information, and belief.

(Signed) JAMES HARDY.
CHAS. E. CARRYL.

and sworn to before me, }
day of November, 1878. }

EDGAR D. MILLER,
Justice of the Peace.

and sworn to before me, }
day of November, 1878, }
J. E. Caryl.

HORATIO S. ROBINSON,
Notary Public, Kings County, acting in New York County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$600,000
Amount of stock subscribed.....	558,300
Amount paid in, as by last report.....	558,300
Total amount now paid in of capital stock.....	558,300
Funded debt, as by last report.....	994,300
Total amount now of funded debt.....	994,300
Floating debt, as by last report.....	26,410
The amount now of floating debt.....	41,310
Total amount now of funded and floating debt.....	1,035,610
Average rate, per annum, of interest on funded debt.....	7 per cent

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$549,315 35	\$549,315 35
For bridges.....	109,609 91	110,000 00
Superstructure, including iron.....	655,360 82	655,360 82
Passenger and freight stations, buildings and fixtures.....	48,204 01	49,310 00
Engine and car houses, machine shops, machinery and fixtures.....	11,600 92	12,000 00
Land, land damages, and fences.....	111,477 77	112,300 00
Locomotives and fixtures, and snow plows.....	30,708 71	30,700 00
Passenger and baggage cars.....	10,969 11	10,900 00
Freight and other cars.....	11,825 92	11,800 00
Engineering and agencies.....	16,893 40	16,800 00
Telegraph.....	1,658 88	1,600 00
Total cost of road and equipment.....	\$1,557,564 80	\$1,560,400 00

CHARACTERISTICS OF ROAD.

Length of road.....	33.6 miles
Length of road in this State.....	33.6
Length of road laid.....	33.6
Length of road laid in this State.....	33.6
Weight of rail, per yard, on main track.....	56 pounds
Number of engine-houses and shops.....	
Number of engines.....	
Number of first-class passenger cars.....	
Number of baggage, mail, and express cars.....	
Number of freight cars, including coal cars.....	
Number of service cars, caboose.....	
Length of main line of road from Sodus Point to Stanley.....	33.6 miles

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	63,
Number of miles run by freight trains.....	29,
Number of passengers (all classes) carried in cars.....	334,
Number of miles traveled by passengers, or number of passengers carried one mile.....	37,
Number of tons, of 2,000 pounds, of freight carried in cars.....	828,
Total movement of freight, or number of tons carried one mile.....	

Rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	15
Rate of same when in motion.....	17
Rate of speed adopted by express trains, including stops....	15
Rate of same when in motion.....	17
Rate of speed adopted by freight trains, including stops....	10
Rate of same when in motion.....	17
Weight, in tons, of passenger trains, exclusive of passengers and baggage.....	27
Weight, in tons, of freight trains, exclusive of freight.....	125

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest	1,496
.....	212
Edible food	1,102
Cultural products	3,604
.....	763
.....	921
.....	29,578
.....	37,676

OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

First class through passengers.....	3 cents.
Second class way passengers.....	3 "

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron	\$9,074 88	\$3,024 94	\$6,049 89
Repairs of bridges	1,464 62	488 20	976 42
Repairs of buildings	166 67	55 55	111 12
Taxes on real estate	1,434 87	478 29	956 58
Totals	\$12,140 99	\$4,046 98	\$8,094 01
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$1,579 19	\$526 39	\$1,052 80
Repairs of passenger and baggage cars	324 28	824 28	.....
Repairs of freight cars	2,335 17	.....	2,335 17
Repairs of tools and machinery in shops	58 65	19 55	39 10
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	8 95	2 98	5 97
Totals	\$4,306 24	\$873 20	\$3,433 04

RAILROAD REPORT.

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OPERATING THE ROAD.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	\$752 31	\$250 77	\$501 54
Agents and clerks	1,872 74	624 24	1,248 50
Porters, watchmen, and switchtenders	795 53	265 17	530 36
Wood and water station attendance	147 60	49 20	98 40
Conductors, baggage and brakemen	2,434 39	811 46	1,622 93
Enginemen and firemen	2,057 37	685 79	1,371 58
Fuel; cost and labor of preparing for use	5,828 13	1,942 71	3,885 42
Oil and waste for engines and tenders			
Oil and waste for freight cars	521 95	173 98	347 97
Oil and waste for passenger and baggage cars	63 38	21 12	42 26
Damage to property, including damages by fire and cattle killed on road.	5,380 81	1,793 60	3,587 21
General superintendence	2,605 63	868 54	1,737 09
Contingencies			
Totals	\$22,459 84	\$7,486 58	\$14,973 26

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc	\$12,140 99	\$4,046 98	\$8,094 01
Repairs of machinery	4,306 24	873 20	3,433 04
Operating	22,459 84	7,486 58	14,973 26
Totals	\$38,907 07	\$12,406 76	\$26,500 31

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	\$
From freight	1
From other sources	2
Total	\$30

2d. RECEIPTS.

From passengers	\$9
From freight	24
Express	\$131 29
U. S. mail	1,510 87
Use of cars	665 90
Tax reduction account, 1877	145 09
Total	\$36

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$38
For interest	1
Adjustment for transportation of mail for quarter ending Sept. 30, 1877, made in Nov. 1877, etc.	
Total	\$40

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

DANIEL DODD	Newark, N. J.
IRA M. HARRISON	Newark, N. J.
HENRY G. DARCY	Newark, N. J.
WILLIAM D. CARTER	Newark, N. J.
GEORGE W. HUBBELL	Newark, N. J.
MARTIN R. DENNIS	Newark, N. J.
WILLIAM ALEXANDER SMITH	New York.
ROBERT HOBART SMITH	New York.
REZIN A. WIGHT	New York.
ARTHUR LINCOLN	New York.
CHARLES M. ATKINS	Pottsville, Pa.
DAVID ROGERS	Sodus Point, N.
BENJAMIN B. SEAMAN	Sodus Point, N.

WM. A. SMITH	President, New York.
CHAS. E. CARRYL	Secretary pro tem., New York.
JAMES HARDY	Superintendent, Sodus Point, N. Y.

Communications intended for this company should be addressed, JAMES E. H.
General Manager, Newark, Wayne county, N. Y.

The undersigned have caused the foregoing statements to be prepared
proper officers and agents of this company, from the books and records, and
examined them as far as practicable, and believe them to be correct.

(Signed) CHAS. E. CARRYL, *Secretary pro tem.*
JAMES HARDY, *Superintendent.*

(No. 141.)

OSWEGO AND ROME.

NEW YORK, }
 in County, } ss.:

LAWYER, Treasurer of the Oswego and Rome Railroad Company, being
 asked and says, that the statements in the annexed report, which has been
 made, at the end thereof, are true and correct, according to the best of his
 information, and belief.

(Signed) JOSEPH A. LAWYER.

and sworn to before me, }
 this day of November, 1878. }

SMITH F. WOOLWORTH,

Notary Public.

is leased to the Rome, Watertown and Ogdensburgh Railroad Company.
 Rental is paid as follows, viz.: Interest on \$325,000 of the first mortgage
 is company, and eight per cent on its capital stock of \$300,000. The
 paid directly to the bondholders, and is included in that reported by the
 Watertown and Ogdensburgh Railroad Company. The rental, \$12,000 semi-
 paid to the Trustee of the Oswego and Rome Railroad Company, by
 disbursed, on account of interest on income and convertible bonds of this
 and payments to the sinking fund. There are no office expenses, and
 surplus.

STOCK AND DEBTS.

Stock, as by charter	\$300,000 00
Stock subscribed	300,000 00
and in, as by last report	300,000 00
not now paid in of capital stock *	300,000 00
not, as by last report	612,100 00
not now of funded debt	612,100 00
not, as by last report	27 50
not now of floating debt	27 50
not now of funded and floating debt	612,127 50
rate, per annum, of interest on funded debt	7 per cent.

includes \$75,000 preferred stock entitled to preference dividend up to ten per cent, and
 statement of cost, is carried as \$107,000.
 amount of funded debt, including \$107,000 convertible bonds, convertible into, and
 by, \$75,000 preferred stock in hands of trustee.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$213,878 08	\$213,878 08
For bridges	20,523 16	20,523 16
Superstructure, including iron	515,473 87	515,473 87
Passenger and freight stations, buildings and fixtures	29,006 98	29,006 98
Engine and car houses, machine shops, machinery and fixtures	10,941 62	10,941 62
Land, land damages, and fences	133,885 34	133,885 34
Engineering and agencies	27,263 76	27,263 76
Total cost of road and equipment	\$950,952 76	\$950,952 76

CHARACTERISTICS OF ROAD.

Included in report of the Rome, Watertown and Ogdensburg Railroad Company.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

MOSES TAYLOR.....	New York City.
SAMUEL SLOAN.....	New York City.
CHRISTIAN ZABEISKIE.....	New York City.
WM. E. DODGE.....	New York City.
JOHN S. BARNES.....	New York City.
GARDNER COLBY.....	Boston, Mass.
JOHN S. FARLOW.....	Boston, Mass.
TALCOTT H. CAMP.....	Watertown, N. Y.
SOLOMON D. HUNGERFORD.....	Adams, N. Y.
WM. M. WHITE.....	Canaseraga, N. Y.
THEODORE IRWIN.....	Oswego, N. Y.
PERCY R. PYNE.....	New York City.

SAMUEL SLOAN..... President.

J. A. LAWYER..... Treasurer, Watertown, N. Y.

E. M. MOORE..... Secretary, Watertown, N. Y.

Communications intended for this company should be addressed, Watertown, Jefferson county, N. Y.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOSEPH A. LAWYER, Treasurer.

(No. 142.)

OSWEGO AND SYRACUSE.

NEW YORK, }
County, } ss.:

SLOAN, President, and W. B. PHELPS, acting Superintendent of operations of Oswego and Syracuse Railroad Company, being severally sworn, each for purposes and says, that the statements in the annexed report, which has been made by each of them, at the end thereof, are true and correct, according to the best knowledge, information, and belief.

(Signed) SAM. SLOAN,
W. B. PHELPS,

and sworn to before me, }
this 21st day of November, 1878. }

J. B. ALEXANDER, *Notary Public.*

and sworn to before me, as to Samuel }
this 21st day of November, 1878. }

LUDWIG R. MILLER, *Notary Public.*

STOCK AND DEBTS.

Capital stock, as by charter	\$1,320,400 00
Capital stock subscribed	1,320,400 00
Capital stock paid in, as by last report	1,320,400 00
Capital stock now paid in of capital stock	1,320,400 00
Debt, as by last report	461,500 00
Debt now of funded debt	461,500 00
Debt, as by last report	81,052 86
Debt now of floating debt	43,767 89
Debt now of funded and floating debt	505,267 89
Rate, per annum, of interest on funded debt	7 per cent.

Road is leased to and operated by the Delaware, Lackawanna and Erie Railroad Company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and masonry	\$340,849 37	\$340,849 37
Structures	25,577 38	25,577 38
Structure, including iron	419,220 66	419,974 01
Buildings and freight stations, buildings and	120,002 42	120,002 42
Car houses, machine shops, machinery	59,969 87	59,969 87
Repairs	225,513 03	225,513 03
Damages, and fences	145,243 03	145,243 03
Tools and fixtures, and snow plows	66,417 77	66,417 77
Passenger and baggage cars	209,936 20	209,936 20
Freight and other cars	79,865 00	79,865 00
Engines and agencies	63,942 35	63,942 35
Locomotives at Oswego		
Cost of road and equipment	\$1,756,537 08	\$1,757,290 43

CHARACTERISTICS OF ROAD.

Length of road.....	34.9
Length of road in this State.....	34.9
Length of road laid.....	34.9
Length of road laid in this State.....	34.9
Length of double track, including sidings.....	15.6
Weight of rail, per yard, on main track.....	56 to
Number of engine-houses and shops.....	
Number of engines.....	
Number of first-class passenger cars.....	
Number of second-class and emigrant passenger cars.....	
Number of baggage, mail, and express cars.....	
Number of freight cars, including coal cars.....	
Number of service cars.....	
Length of main line of road from Oswego to Syracuse.....	34.9

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	
Number of miles run by freight trains.....	
Number of passengers (all classes) carried in cars.....	
Number of miles traveled by passengers, or number of passengers carried one mile.....	2,
Number of tons, of 2,000 pounds, of freight carried in cars.....	
Total movement of freight, or number of tons carried one mile.....	9,
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	
Rate of speed of same when in motion.....	
Average rate of speed adopted by express trains, including stops....	
Rate of speed of same when in motion.....	
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion.....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	
Average weight, in tons, of freight trains, exclusive of freight.....	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	
Of animals.....	
Of vegetable food.....	
Other agricultural products.....	
Manufactures.....	
Merchandise.....	
Coal.....	
Other articles.....	
Total.....	2

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASS
MILE, AS FOLLOWS:

For first-class through passengers.....	34
For first-class way passengers.....	34
For emigrant through passengers.....	14
For emigrant way passengers.....	14

RAILROAD REPORT.

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	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron	\$26,468 57	\$10,166 14	\$16,332 43
Repairs of bridges	5,295 31	2,272 50	2,932 81
Cost of iron used in repairs	29,599 00	8,200 00	12,300 00
Repairs of buildings	2,762 61	1,643 74	1,118 87
Repairs of fences and gates	1,711 52	706 54	1,004 98
Taxes on real estate	18,263 80	9,131 95	9,131 95
Totals	\$74,941 91	\$32,120 87	\$42,821 04
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$16,076 89	\$6,616 69	\$9,460 20
Repairs of passenger and baggage cars	3,696 18	3,686 18	.....
Repairs of freight cars	18,524 75	.....	18,524 75
Repairs of tools and machinery in shops	277 15	78 54	198 61
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	2,313 14	87 90	2,225 24
Totals	\$35,888 11	\$10,479 31	\$25,408 80

EXPENSES—(Continued.)

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$1,267 62	\$507 04	\$760 58
Agents and clerks	9,014 63	3,605 84	5,408 79
Labor: loading and unloading freight.	8,341 90	.....	8,341 90
Porters, watchmen, and switchtenders.	2,871 39	1,148 55	1,722 84
Wood and water station attendance.	10,023 21	4,009 28	6,013 93
Conductors, baggage and brakemen.	7,223 75	3,270 15	3,953 60
Engineers and firemen.	12,223 20	4,889 28	7,333 92
Fuel: cost and labor of preparing for use.	23,535 79	9,414 38	14,121 41
Oil and waste for engines and tenders.	1,560 47	624 16	936 31
Oil and waste for freight cars.	372 56	.....	372 56
Oil and waste for passenger and baggage cars.	279 23	279 23	.....
Loss and damage of goods and baggage.	126 02	50 40	75 62
Damage to property, including damages by fire and cattle killed on road.	197 58	75 00	122 58
General superintendence	2,409 97	999 96	1,500 01
Contingencies	28,806 01	11,522 40	17,283 61
Totals.	\$108,343 33	\$40,395 67	\$67,947 66

RAILROAD REPORT.

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SUBDIVISION OF CONTINGENCIES.

.....	\$20,205 57
General office at New York	4,140 79
Expenses at New York	3,562 05
.....	140 00
.....	750 60
.....	\$28,806 01

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
road-bed, etc.	\$74,941 91	\$32,120 87	\$42,821 04
Machinery	35,888 11	10,479 31	25,408 80
.....	108,343 33	40,395 67	67,947 66
.....	\$219,173 35	\$82,995 85	\$136,177 50

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Passengers	\$84,009 32
Freight	172,561 45
Other sources	31,612 47
Total	\$288,183 24
Passengers	\$84,009 32
Freight	172,561 45
.....	\$12,600 00
.....	3,155 06
.....	11,256 96
.....	4,583 45
.....	17 00
.....	31,612 47
Total	\$288,183 24

EXPENSES OTHER THAN FOR CONSTRUCTION.

Transportation expenses	\$219,173 35
Interest on stock and bonds as per lease*	151,141 00
Total	\$370,314 35
Interest on stock	\$118,836 00
Interest on bonds	32,305 00
.....	\$151,141 00

the Delaware, Lackawana and Western Railroad Company.

State Engineer and Surveyor.

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
1877.							
October 18.....	1	....	....	....
December 16.....	1	....	....	....
1878.							
May 19.....	1	....	....	....
May 21.....	1	....	....	....
June 15.....	1	....
September 2.....	1	....	....
Totals.....	4	1	1	....

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

October 18. Joseph Griffin, fireman, falling from tender in motion, in the head; since recovered.

December 26. John Sweeney, conductor, had his fingers crushed while unloading cars at Oswego.

1878.

May 19. H. McBride, carpenter, working on Seneca River bridge, fell from the river, and striking on some timbers, injured his shoulder.

May 21. William Corcoran, laborer on gravel train, unloading timber from the River bridge, had his right leg injured.

June 15. John Morell, attempting to jump on a rubble car pushed by a hand-car, and falling was run over by hand-car, breaking his right leg and injuring his chest; recovered.

September 2. James McGaun, an old man, and deaf, walking on the track near the blast furnace in Geddes, was struck and instantly killed by engine of freight

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

SLOAN.....	New York City.
TAYLOR.....	New York City.
M. E. DODGE.....	New York City.
R. PYNE.....	New York City.
BRISIN.....	New York City.
BLISS.....	New York City.
WALTER PHELPS.....	New York City.
NATIVIA.....	New York City.
S. E. CARRYL.....	New York City.
WRIGHT.....	Oswego.
MOLLISON.....	Oswego.
KINGSFORD.....	Oswego.
GOLDEN.....	Syracuse.

SAMUEL SLOAN.....	President, New York City.
J. GIBBONS.....	Treasurer, New York City.
ED. F. CHAMBERS.....	Secretary, New York City.
W. B. PHELPS.....	Superintendent, Oswego.

Communications intended for this company should be addressed, SAMUEL SLOAN, Oswego place, New York city.

The undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

SAM. SLOAN, *President.*

W. B. PHELPS, *Superintendent.*

(No. 143.)

PENN YAN AND NEW YORK.

NEW YORK, } ss.:
County, }

SHEARMAN, President, and FRANKLIN E. SMITH, Secretary of the Penn New York Railroad Company, being severally sworn, each for himself says, that the statements in the annexed report, which has been signed by them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed)

OLIVER G. SHEARMAN,
FRANKLIN E. SMITH.

and sworn to before me, }
day of December, 1878. }

S. S. ELLSWORTH,
Notary Public.

* Deceased.

STOCK AND DEBTS.

Capital stock, as by charter	Pen
Amount of stock subscribed	Pen
Amount paid in, as by last report.	Pen
Total amount now paid in of capital stock.	Pen

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

CALVIN RUSSELL	Pen
WILLIAM H. FOX	Pen
CHARLES HUNTER	Pen
EDWARD C. WILKINSON	Pen
FRANKLIN E. SMITH	Pen
HENRY TUTHILL	Pen
GEORGE Y. EASTMAN	Pen
GUY SHAW	Pen
OLIVER G. SHEARMAN	Pen
GEORGE WAGENER	Pen
JOHN S. SHEPPARD	Pen
AUGUSTUS W. FRANKLIN	Pen
GEORGE SHEARMAN	Pen

OLIVER G. SHEARMAN	President
HENRY TUTHILL	Treasurer
FRANKLIN E. SMITH	Secretary
GEORGE R. YOUNG	Engineer

Communications intended for this company should be addressed, P
17 Main street, Penn Yan, Yates county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them, as far as practicable, and believe them to be correct.

(Signed) OLIVER G. SHEARMAN, J
FRANKLIN E. SMITH, Sec

(No. 144.)

PORT JERVIS AND MONTICELLO.

STATE OF NEW YORK, }
New York County, } ss.:

G. NORRIS, Treasurer, and L. A. MILBANK, acting Superintendent of the Port Jervis and Monticello Railroad Company, being severally sworn, each depose and say, that the statements in the annexed report, which

each of them, at the end thereof, are true and correct according to the knowledge, information, and belief.

(Signed) G. NORRIE,
L. A. MILBANK.

and sworn to before me, }
day of November, 1878. }

ARCHIBALD F. CUSHMAN,

Notary Public (170), in and for City and County of New York.

STOCK AND DEBTS.

Stock, as by charter	\$1,000,000 00
of stock subscribed	1,000,000 00
paid in, as by last report	724,276 93
amount now paid in	724,276 93
debt, as by last report.	9,500 00
amount now of floating debt	16,000 00
amount now of funded and floating debt.	16,000 00

ended July, 1875. Reorganized with \$1,000,000, capital stock. \$724,276.98
issued to first mortgage bondholders in full for their claims. \$275,723.07
issued.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and masonry	\$708,701 35	\$708,701 35
.....	8,100 00	3,460 12
Structure, including iron	313,087 88	316,661 15
and freight stations, buildings and	1,191 33	1,191 33
and car-houses, machine shops, ma-	4,521 40	4,656 40
and fixtures	45,542 33	45,597 97
and damages, and fences	14,399 89	17,744 31
and fixtures, and snow plows	5,023 03	5,023 03
and baggage cars	1,460 00	1,460 00
and other cars	19,584 81	19,584 81
ing and agencies		
Cost of road and equipment	\$1,116,612 02	\$1,124,080 47

CHARACTERISTICS OF ROAD.

road	23.75 miles.
road in this State	23.75 "
road laid	23.75 "
road laid in this State	23.75 "
rail, per yard, on main track.	50 pounds.
of engine-houses and shops	2
of engines	2
of first-class passenger cars	2
of freight cars, including coal cars	4
of service cars	3
main line of road from Monticello to Port Jervis	23.75 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN

Number of miles run by passenger trains	
Number of miles run by freight trains.....	
Number of passengers (all classes) carried in cars.....	
Number of miles traveled by passengers, or number of passengers carried one mile.....	
Number of tons, of 2,000 pounds, of freight carried in cars.....	
Total movement of freight, or number of tons carried one mile.....	
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour)	
Rate of speed of same when in motion.....	
Average rate of speed adopted by freight trains, including stops.....	
Rate of speed of same when in motion.....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	
Average weight, in tons, of freight trains, exclusive of freight.....	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	
Of animals.....	
Of vegetable food	
Manufactures.....	
Merchandise	
Coal.....	
Total	

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE C
MILE, AS FOLLOWS:

For first-class through passengers	
For first-class way passengers.....	

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$6,380 99	\$3,380 99	\$3,000 00
Repairs of bridges	65 33	30 00	35 33
Repairs of buildings	61 69	51 00	10 69
Taxes on real estate	2,645 91	1,325 00	1,320 91
Totals	\$9,133 92	\$4,786 99	\$4,366 93
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$1,929 00	\$1,000 00	\$929 00
Repairs of passenger and baggage cars	150 63	150 63	.....
Repairs of freight cars	60 00	.....	60 00
Repairs of tools and machinery in shops	62 88	30 00	32 88
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	108 90	50 00	58 90
Totals	\$2,311 41	\$1,230 63	\$1,080 78

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$309 28	\$200 00	\$109 28
Agents and clerks.....	1,200 00	500 00	700 00
Labor: loading and unloading freight.....	420 00	.....	420 00
Porters, watchmen, and switchtenders.....	480 00	270 00	210 00
Conductors, baggage and brakemen.....	3,296 40	1,850 00	1,446 40
Engineermen and firemen.....	1,874 30	1,100 00	774 30
Fuel: cost and labor of preparing for use.....	1,073 23	500 00	573 23
Oil and waste for engines and tenders.....	110 34	50 00	60 34
Oil and waste for freight cars.....	45 50	.....	45 50
Oil and waste for passenger and baggage cars.....	80 10	80 10	.....
Loss and damage of goods and baggage.....	12 00	12 00	.....
Damage to property, including damages by fire and cattle killed on road.....	406 00	406 00	.....
General superintendence.....	1,200 00	600 00	600 00
Contingencies.....	2,378 03	1,000 00	1,378 03
Totals.....	\$12,885 18	\$6,568 10	\$6,317 08

RAILROAD REPORT.

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SUBDIVISION OF CONTINGENCIES.

ies.....	\$163 06
ay, mileage on cars.....	1,309 36
.....	154 07
ous	751 54
.....	<u>\$2,378 00</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
g road-bed, etc.	\$0,153 92	\$4,786 99	\$4,366 93
machinery	2,311 41	1,230 63	1,080 78
.....	12,885 18	6,568 10	6,317 08
.....	<u>\$24,350 51</u>	<u>\$12,585 72</u>	<u>\$11,764 79</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

INGS.	
passengers.....	\$11,122 60
freight.....	14,436 25
other sources.....	2,395 46
.....	<u>\$27,954 31</u>

TS.	
passengers.....	\$11,122 60
freight.....	14,436 25
baggage	\$1 89
e.....	8 75
aph	21 86
rage	122 25
.....	1,087 53
.....	1,001 48
es.....	151 40
.....	<u>2,395 46</u>
.....	<u>\$27,954 31</u>

NTS OTHER THAN FOR CONSTRUCTION.

ansportation expenses.....	\$24,350 51
terest	809 97
asional services, advertising, mail delivery, etc.....	3,944 46
.....	<u>\$29,104 94</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1877.							
October 26	1	....	....	..
November 28	1	....	....	..
Totals	2	....	....	..

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1877.

October 26. Frank Allyn, brakeman, coupling at Huguenet, hand pinched one finger.

November 28. Jacob Eidle, brakeman, while off duty, riding on special train, jumped, fearing collision with another engine at Oakland depot ; smoke stack struck him, breaking leg, badly bruising back and hand.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

HENRY DAY	New
ADAM NORRIS	New
FRED J. DE PEYSTER	New
FRED. DE PEYSTER	New
WM. ALEX. SMITH	New
ROBT E. LIVINGSTON	New
BENJ. L. SWAN, JR.	New
JAS. W. HAYWARD	New
GORDON NORRIS	New

F. J. DE PEYSTER

President.

GORDON NORRIS

Treasurer.

J. W. HAYWARD

Secretary.

L. A. MILBANK

Superintendent.

Communications intended for this company should be addressed, L. A. Monticello, Sullivan county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

G. NORRIS, Treas.

L. A. MILBANK, Supt.

(No. 145.)

POUGHKEEPSIE, HARTFORD AND BOSTON.

OF NEW YORK, } ss.:
 Dutchess County, }

That P. PELTON, President, and JACOB A. PERKINS, acting Superintendent of the Poughkeepsie, Hartford and Boston Railroad Company, being sworn, each for himself deposes and says, that the statements in the annexed which has been signed by each of them, at the end thereof, are true and according to the best of his knowledge, information, and belief.

(Signed) G. R. PELTON,
 J. A. PERKINS.

Subscribed and sworn to before me, }
 this 1st day of November, 1878. }

A. W. CABLE, *Notary Public.*

STOCK AND DEBTS.

Stock, as by charter	\$850,000 00
of stock subscribed	850,000 00
paid in, as by last report	850,000 00
Amount now paid in of capital stock	850,000 00
Debt, as by last report	535,000 00
Amount now of funded debt	535,000 00
Debt, as by last report	20,000 00
Amount now of floating debt	41,035 41
Amount now of funded and floating debt	576,035 41
Rate, per annum, of interest on funded debt	7 per cent.

formerly owned by the Poughkeepsie and Eastern Railroad Company, and May 15, 1875, under and by the provisions of the plan of reorganization of the company. There was assigned to the holders of the first mortgage bonds of the company \$850,000 in stock and \$500,000 in second mortgage bonds, interest to January 1, 1880. There was also authorized to be issued by this company mortgage bonds to the amount of \$300,000, of which \$35,000 only have been issued, making the total bonded debt of the company \$535,000, upon \$35,000 of which the interest is now payable; upon the balance of \$500,000 interest is not payable until 1880.

COST OF ROAD AND EQUIPMENT.

	By present report.	By last
For graduation and masonry	\$620,605 07	\$620,605 07
For bridges	54,116 97	54,116 97
Superstructure, including iron	430,644 44	430,644 44
Passenger and freight stations, buildings and fixtures	33,727 21	33,727 21
Engine and car-houses, machine shops, machinery and fixtures	11,043 28	11,043 28
Land, land damages, and fences	168,355 11	168,355 11
Locomotives and fixtures, and snow plows	63,904 49	63,904 49
Passenger and baggage cars	24,511 87	24,511 87
Freight and other cars	44,205 49	44,205 49
Engineering and agencies	42,806 47	42,806 47
Total cost of road and equipment	\$1,499,920 40	\$1,499,920 40

CHARACTERISTICS OF ROAD.

Length of road	47.4
Length of road in this State	47.4
Length of road laid	42.1
Length of road laid in this State	42.1
Length of double track, including sidings	2.2
Weight of rail, per yard, on main track	56 and
Number of engine-houses and shops	
Number of engines	
Number of first-class passenger cars	
Number of second-class and emigrant passenger cars	
Number of freight cars, including coal cars	
Length of main line of road from Poughkeepsie to State Line.	47.4

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	
Number of miles run by freight trains	
Number of passengers (all classes) carried in cars	
Number of miles traveled by passengers, or number of passengers carried one mile	
Number of tons, of 2,000 pounds, of freight carried in cars	
Total movement of freight, or number of tons carried one mile	
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	
Rate of speed of same when in motion	
Average rate of speed adopted by freight trains, including stops	
Rate of speed of same when in motion	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	
Average weight, in tons, of freight trains, exclusive of freight	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest	3,117
.....	1,148
.....	1,393
.....	2,964
.....	2,323
.....	519
.....	1,000
.....	6,183
.....	<u>18,047</u>

OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER
MILE, AS FOLLOWS:

.....	3.2 cents.
.....	<u>4 "</u>

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$13,824 06	\$9,216 03	\$4,608 03
Repairs of bridges.....	2,690 00	1,793 34	896 66
Repairs of telegraph.....	66 70	44 47	22 23
Cost of iron used in repairs:			
Allotted to passenger transportation:			
Length in feet.....	6,462		
Weight in pounds.....	112,000		
Allotted to freight transportation:			
Length in feet.....	6,462		
Weight in pounds.....	112,000		
Repairs of buildings.....	303 73	201 82	100 91
Repairs of fences and gates.....	373 83	249 22	124 61
Taxes on real estate*.....	.....	.....	.....
Totals.....	\$22,357 76	\$14,905 18	\$7,452 58
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$2,180 08	\$1,453 39	\$726 69
Repairs of passenger and baggage cars.....	1,058 87	1,058 87	.....
Repairs of freight cars.....	2,351 46	.....	2,351 46
Repairs of tools and machinery in shops.....	94 32	62 88	31 44
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	1,350 00	900 00	450 00
Totals.....	\$7,034 73	\$3,475 14	\$3,559 59

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$1,645 02	\$1,096 68	548 34
Agents and clerks.	12,602 39	8,401 60	4,200 79
Labor: loading and unloading freight.	3,500 00	2,334 00	1,166 00
Porters, watchmen, and switchtenders.	3,200 00	2,134 00	1,066 00
Conductors, baggage and brakemen.	8,411 05	6,274 04	3,137 01
Enginemen and firemen.	200 00	100 00	100 00
Fuel: cost and labor of preparing for use.	202 70	.....	202 70
Oil and waste for freight cars.	200 00	200 00	.....
Oil and waste for passenger and baggage cars.	6 00	3 00	3 00
Loss and damage of goods and baggage.	162 50	108 34	54 16
Damage to property, including damages by fire, and cattle killed on road.	3,000 00	2,000 00	1,000 00
General superintendence.	3,895 74	2,597 16	1,298 58
Contingencies.			
Totals.	\$38,025 40	\$25,248 82	\$12,776 58
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.	\$22,357 76	\$14,905 18	\$7,452 58
Repairs of machinery.	7,034 73	3,475 14	3,559 59
Operating.	38,025 40	25,248 82	12,776 58
Totals.	\$67,417 89	\$43,629 14	\$23,788 75

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	
From freight.....	
From other sources.....	
Total.....	

2d. RECEIPTS.

From passengers.....	
From freight.....	
Mileage of cars.....	\$406 86
Telegraph receipts.....	211 87
Carrying mails.....	1,865 89
Rents.....	8,021 23
Iron sold.....	1,876 68
Total.....	

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	
For interest.....	
Rents*.....	
Total.....	

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE R. PELTON.....	Poughkeepsie
GEORGE INNIS.....	Poughkeepsie
JOHN O. WHITEHOUSE.....	Poughkeepsie
JOHN F. WINSLOW.....	Poughkeepsie
EDWARD ELLSWORTH.....	Poughkeepsie
EDWARD L. BRADLE.....	Poughkeepsie
WILLIAM C. SMILLIE.....	Poughkeepsie
EDWARD L. BOLLES.....	New York
One vacancy by death.	

GEORGE P. PELTON.....	President.
EDWARD ELLSWORTH.....	Treasurer and Secretary.
JACOB A. PERKINS.....	Superintendent.

Communications intended for this company should be addressed, C. PELTON, No. 37 Market street, Poughkeepsie, Dutchess county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) G. P. PELTON, *President*
J. A. PERKINS, *Superintendent*

* NOTE.—Paid to the Newburgh, Dutchess and Connecticut and the Connecticut Railroad Companies for the use of their track.

State Engineer and

(No. 146.)

RENSSELAER AND SARATOGA,

LESSOR.

NEW YORK, } ss.:
County, }

CRAMER, President, and GEORGE H. PERRY, Secretary and Treasurer of Rensselaer and Saratoga Railroad Company, being severally sworn, each for himself, and says, that the statements in the annexed report, which has been made by each of them, at the end thereof, are true and correct, according to the best knowledge, information, and belief.

(Signed)

GEORGE H. CRAMER,
GEO. H. PERRY,

and sworn to before me, }
day of November, 1878. }

J. H. HUNTINGTON,

Notary Public, Troy, N. Y.

STOCK AND DEBTS.

as by charter.....	\$300,000 00
stock subscribed.....	300,000 00
in, as by last report.....	6,854,100 00
now paid in of capital stock.....	6,854,100 00
as by last report.....	2,000,000 00
now of funded debt.....	2,000,000 00
now of funded and floating debt.....	2,000,000 00
per annum, of interest on funded debt.....	7 per cent.

capital, \$300,000, has been increased from time to time by vote of its stockholders, and by conversion of bonds, as the law provides. Also largely by the sale of bonds, and by the sale of other railroads, such as the Troy, Salem and Rutland, and Saratoga and Whitehall, which was merged into the stock of the Rensselaer and Saratoga Railroad Company, in accordance with the laws of 1867; also to represent largely the cost of construction.

The Rensselaer and Saratoga Railroad was only 25 miles long—it is now 100 miles long, exclusive of leased lines. Our report of construction does not include the construction of leased lines, viz.: the Albany and Vermont, the Saratoga and Schenectady and the Falls Railroads: only the Rensselaer and Saratoga proper.

Our leased and operated the following roads at the time it leased its lines from the Delaware and Hudson Canal Company, in 1871, viz.: The Saratoga and Whitehall Railroad, 22 miles; the Albany and Vermont Railroad, 12 miles; the Troy, Salem and Rutland Railroad, 6 miles; the Rutland and Whitehall Railroad, 7 miles.

COST OF ROAD AND EQUIPMENT.

	By last report.	By 1
For graduation and masonry	\$2,329,495 86	\$2,
For bridges	367,979 31	
Superstructure, including iron.....	1,600,717 01	1,
Passenger and freight stations, buildings and fixtures	251,934 15	
Engine and car-houses, machine shops, machinery and fixtures	269,164 03	
Land, land damages, and fences	565,955 31	
Locomotives and fixtures, and snow plows	361,750 00	
Passenger and baggage cars	198,370 01	
Freight and other cars.....	646,900 00	
Engineering and agencies	206,655 40	
Total cost of road and equipment	\$6,798,920 58	\$6,

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From other sources	
Total amount of surplus fund.	

The interest on funded debt, and dividends, by terms of lease, are payable and Hudson Canal Company direct to the bondholders and stockholders.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE H. CRAMER.....	Troy, N.
JOSEPH M. WARREN.....	Troy, N.
E. THOMPSON GALE.....	Troy, N.
GEORGE B. WARREN.....	Troy, N.
WILLIAM A. SHEPARD.....	Troy, N.
THOMAS WHITE.....	Troy, N.
JAMES FORSYTH.....	Troy, N.
JOSEPH W. FULLER.....	Troy, N.
WILLIAM HOWARD HART.....	Troy, N.
WILLIAM H. VANDERBILT.....	New York
THOMAS DICKSON.....	Scranton,
I. V. BAKER.....	Comstock
IRA ALLEN.....	Fair Haven

GEORGE H. CRAMER..... President.

GEORGE H. PERRY..... Treasurer and Secretary.

Communications intended for this company should be addressed, CRAMER, President, No. 19 First street, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

GEORGE H. CRAMER, *President.*

GEO. H. PERRY, *Secretary and Treasurer.*

(No. 147.)

RENSSELAER AND SARATOGA,

LESSEE.

NEW YORK, }
Kings County, } ss.:

HARTT, Treasurer of the Delaware and Hudson Canal Company, lessee of the Rensselaer and Saratoga Railroad, being sworn, deposes and says, that the annexed report, which has been signed by him, at the end thereof, is correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES C. HARTT.

and sworn to before me, }
this 1st day of November, 1878. }

JOHN A. PATTISON,

Notary Public, Kings County.

COST OF ROAD AND EQUIPMENT, EXPENDED BY LESSEE.

	By last report.	By present report.
Excavation and masonry	\$125,525 09	\$127,621 23
.....	116,356 32	129,852 21
.....	723,567 73	725,304 48
.....	100,614 37	101,318 62
.....	205,117 16	205,117 16
.....	289,252 81	301,239 64
.....	178,654 58	176,911 81
.....	164,227 92	165,254 86
.....	505,175 50	502,791 33
.....	4,763 41	4,763 41
.....	15,295 99	15,295 99
Cost of road and equipment.....	\$2,428,550 88	\$2,455,470 74

CHARACTERISTICS OF ROAD.

Road	72.55 miles.
Road in this State	72.55 "
Road laid	72.55 "
Road laid in this State	72.55 "
Double track, including sidings	31.78 "
Branches owned and leased by the company, laid	110.07 "
Double track and sidings laid on same.	30.48 "
Weight of rail, per yard, on main track	62 pounds.
.....	
Engine-houses and shops	11
Engines.....	54
First-class passenger cars	66
Second-class and emigrant passenger cars	12
Baggage, mail, and express cars	21

Number of freight cars, including coal cars	
Number of service cars	
Length of main line of road from Troy to Lake Champlain	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN

Number of miles run by passenger trains	
Number of miles run by freight trains	
Number of passengers (all classes) carried in cars	
Number of miles traveled by passengers, or number of passengers carried one mile	
Number of tons, of 2,000 pounds, of freight carried in cars	
Total movement of freight, or number of tons carried one mile	
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	
Rate of speed of same when in motion	
Average rate of speed adopted by express trains, including stops	
Rate of speed of same when in motion	
Average rate of speed adopted by freight trains, including stops	
Rate of speed of same when in motion	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	
Average weight, in tons, of freight trains, exclusive of freight	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest	
Of animals	
Of vegetable food	
Other agricultural products	
Manufactures	
Merchandise	
Coal	
Other articles	
Total	

THE RATE OF FAIR FOR PASSENGERS, CHARGED FOR THE RESPECTIVE PER MILE, AS FOLLOWS:

For first-class through passengers	
For first-class way	
For emigrant through passengers	

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$169,954 97	\$87,638 40	\$82,856 57
Repairs of bridges.....	27,292 34	14,166 93	13,125 41
Cost of iron used in repairs.....	35,773 16	18,612 72	17,160 44
Repairs of buildings.....	9,690 06	5,906 76	3,783 30
Repairs of fences and gates.....	9,597 43	4,980 85	4,616 58
Taxes on real estate.....	86,576 94	44,350 10	42,326 84
Totals.....	\$938,884 90	\$476,115 76	\$463,769 14
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$72,765 80	\$37,774 74	\$34,991 56
Repairs of passenger and baggage cars.....	26,617 72	26,617 72	.....
Repairs of freight cars.....	43,552 48	.....	43,552 48
Depreciation of coal cars.....	29,777 90	.....	22,777 90
Totals.....	\$165,714 40	\$64,392 46	\$101,321 94

Number of freight cars, including coal cars
 Number of service cars
 Length of main line of road from Troy to Lake Champlain

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN

Number of miles run by passenger trains
 Number of miles run by freight trains
 Number of passengers (all classes) carried in cars
 Number of miles traveled by passengers, or number of passengers
 carried one mile.
 Number of tons, of 2,000 pounds, of freight carried in cars
 Total movement of freight, or number of tons carried one mile.....
 Average rate of speed adopted by ordinary passenger trains, includ-
 ing stops (miles per hour)
 Rate of speed of same when in motion
 Average rate of speed adopted by express trains, including stops ...
 Rate of speed of same when in motion
 Average rate of speed adopted by freight trains, including stops....
 Rate of speed of same when in motion.....
 Average weight, in tons, of passenger trains, exclusive of passengers
 and baggage.....
 Average weight, in tons, of freight trains, exclusive of freight.....

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest
 Of animals
 Of vegetable food
 Other agricultural products
 Manufactures
 Merchandise
 Coal
 Other articles
 Total

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE
 PER MILE, AS FOLLOWS:

For first-class through passengers.....
 For first-class way.....
 For emigrant through passengers.....

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.	\$169,954 97	\$87,098 40	\$82,856 57
Repairs of bridges.	27,292 34	14,163 93	13,125 41
Cost of iron used in repairs.	35,773 16	18,612 72	17,160 44
Repairs of buildings.	9,690 00	5,906 76	3,783 20
Repairs of fences and gates.	9,597 43	4,980 85	4,616 58
Taxes on real estate.	86,576 94	44,350 10	42,226 84
Totals.	\$338,884 90	\$175,115 76	\$163,769 14
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$72,766 30	\$37,774 74	\$34,981 56
Repairs of passenger and baggage cars.	26,617 72	26,617 72	.....
Repairs of freight cars.	43,552 48	.....	43,552 48
Depreciation of coal cars.	23,777 90	.....	23,777 90
Totals.	\$165,714 40	\$64,392 46	\$101,321 94

EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$22,552 09	\$12,079 23	\$10,472 86
Agents and clerks.	77,447 12	26,918 51	51,528 61
Labor : loading and unloading freight	25,197 95	.....	25,197 95
Porters, watchmen, and switchtenders	47,510 96	19,677 84	27,833 12
Wood and water station attendance.	10,128 11	3,636 72	6,491 39
Conductors, baggage and brakemen.	66,195 35	39,173 58	26,021 77
Enginemen and firemen.	74,111 83	25,945 54	48,166 29
Fuel : cost and labor of preparing for use.	160,157 10	56,454 63	103,702 47
Oil and waste for engines and tenders.	8,623 52	4,495 83	4,127 69
Oil and waste for freight cars.	2,592 03	.....	2,592 03
Oil and waste for passenger and baggage cars.	1,513 40	1,513 40	.....
Loss and damage of goods and baggage.	2,887 05	165 30	2,721 75
Damage for injuries of persons.	6,521 55	6,485 25	36 30
Damage to property, including damages by fire and cattle killed on road.	2,182 39	1,718 39	464 00
General superintendence	6,163 28	2,693 48	2,469 80
Contingencies.	62,349 03	30,830 21	31,518 82
Totals	\$575,132 76	\$221,787 91	\$353,344 85

RAILROAD REPORT.

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SUBDIVISION OF CONTINGENCIES.

arming, and lighting cars	\$5,019 94
.....	886 49
.....	19,536 39
.....	36,806 21
.....	<u>\$62,349 03</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
road-bed, etc.	\$338,884 90	\$175,115 76	\$163,769 14
machinery	165,714 40	64,392 46	101,321 94
.....	575,132 76	221,787 91	353,344 85
.....	<u>*\$1,079,732 06</u>	<u>\$461,296 13</u>	<u>\$618,435 93</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Passengers	\$618,228 87
Freight	769,808 30
Other sources	41,896 70
Total	<u>\$1,429,933 87</u>

Passengers	\$618,228 87
Freight	769,808 30
.....	\$2,681 23
.....	2,879 01
.....	36,836 46
.....	41,896 70
.....	<u>\$1,429,933 87</u>

EXPENSES OTHER THAN FOR CONSTRUCTION.

Transportation expenses	\$798,356 16
.....	
..... and Vermont	} 769,167 94
..... and Whitehall	
..... and Schenectady	
.....	<u>\$1,587,524 10</u>

..... includes \$281,375.90 charged to New York and Canada Railroad, leaving transportation expenses of Rensselaer and Saratoga Railroad, \$798,356.16.

..... added to transportation expenses (\$281,375.90) of New York and Canada Railroad makes the total of the above recapitulation.

..... and Saratoga Railroad rental:

..... paid on \$6,354,100 stock at 3 per cent	\$548,328 00
..... paid on bonds, \$1,925,000 at 7 per cent	134,750 00
..... of city of Troy	5,000 00
..... paid on same	1,636 00

..... and Vermont Railroad	20,000 00
..... and Whitehall	15,492 00
..... and Schenectady Railroad	51,750 00
..... New York Central and Hudson River Railroad	2,300 00
..... Island lots	3,091 50
..... training organization Rensselaer and Saratoga Railroad	1,000 00
..... paid on cost of locomotives belonging to Albany and Susquehanna Railroad	5,621 44

Total	<u>\$769,167 94</u>
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ACCIDENTS.

		PASSENGERS.		EMPLOYEES.		OTHERS.		T
DATE.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
1877.								
October	4.....	....	....	....	....	1	....	....
October	13.....	....	....	....	....	....	1	....
October	30.....	....	....	....	....	1	....	....
November	7.....	....	....	....	....	....	1	....
1878.								
January	5.....	....	....	....	1	....	....	....
January	25.....	1	....	....	....	....	....	....
March	16.....	....	....	....	....	....	1	....
March	19.....	....	....	....	....	....	1	....
June	13.....	....	....	....	....	1	....	....
July	31.....	....	....	....	1	....	....	....
August	28.....	....	....	....	....	1	....	....
August	29.....	....	....	....	....	1	....	....
September	26.....	....	....	....	....	1	....	....
Total.....		1	....	....	1	7	4	....

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

October 4. A. W. Hubbard, killed; knocked from top of car by bridge at Hydeville and Castleton.

October 13. Willis Shaw, injured; attempted to cross track ahead of train, at Whitehall, N. Y.

October 30. Mrs. Tige, killed; walking on track near Sheldon crossing distance east of West Rutland station.

November 7. Michael Hogan, injured; intoxicated; tried to cross track ahead of moving train, at River street, Troy.

1878.

January 5. James Gallagher, brakeman, injured; arm broken; fell from car in moving train, near Comstock's.

January 25. John Snoot, killed; jumped from passenger train while in yard near Hamilton street, Green Island.

March 16. Sarah Smith, colored, injured; leg fractured and foot dislocated; attempted to run across track ahead of train, near the Arsenal road crossing at Troy.

March 19. Mrs. Scott, injured; skull slightly fractured; sitting on track ahead of the rails, near West Rutland station; she was intoxicated.

June 13. Patrick Travis, killed; lying on track just inside limits of Cohasset station; supposed to have been attacked by a fil while walking on track.

July 31. Thomas Griffin, killed; walking on track, near Saratoga station.

28. George E. Gregory, killed; run over by switch engine, between North Second streets, Troy, while walking on track.
 29. James McGowan, killed; walking on track near railroad bridge over canal, Green Island.
 30. Patrick McGrath, killed; run over at Clinton street crossing, by coal cars; cars were detached from train and running down grade; track just ahead of cars.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

A. LOW	New York.
F. LENOX KENNEDY	New York.
M. HALSTED	New York.
ED B. CANNON	New York.
E. CABOT WARD	New York.
ROOSEVELT	Hyde Park, N. Y.
R. TAYLOR	New York.
S. DICKSON	Scranton, Pa.
JACOB ASTOR	New York.
S. CORNELL	Rondout, N. Y.
J. MORTON	New York.
W. MORGAN	New York.
T. S. HONE	New York.

THOMAS DICKSON	President.
JAMES C. HARTT	Treasurer.
GEORGE L. HAIGHT	Secretary.
CHARLES W. WENTZ	Engineer.
W. F. YOUNG	General Manager.

Communications intended for this company should be addressed, New York city.

The undersigned has caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) JAMES C. HARTT, *Treasurer.*

(No. 148.)

RHINEBECK AND CONNECTICUT.

NEW YORK, { ss.:
 in and for the County of }

WILLIAM BENSON, Treasurer, and JAMES H. JONES, acting Superintendent of operation of the Rhinebeck and Connecticut Railroad Company, being severally sworn, each deposes and says, that the statements in the annexed report, which has

been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

A. BEN

J. H.

Subscribed and sworn to before me, }
this 25th day of November, 1878. }

CHARLES BRAY,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$1,000
Amount of stock subscribed	61
Amount paid in, as by last report	61
Total amount now paid in of capital stock	61
Funded debt, as by last report	80
Total amount now of funded debt	80
Floating debt, as by last report	7
The amount now of floating debt	7
Total amount now of funded and floating debt	87
Average rate, per annum, of interest on funded debt	7

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$451,744 89	\$451,744 89
For bridges	107,309 77	107,309 77
Superstructure, including iron	565,400 93	565,400 93
Passenger and freight stations, buildings and fixtures	6,684 93	6,684 93
Engine and car houses, machine shops, machinery and fixtures	5,608 71	5,608 71
Land, land damages, and fences	105,099 72	105,099 72
Locomotives and fixtures, and snow plows	58,068 64	58,068 64
Passenger and baggage cars	29,307 12	29,307 12
Freight and other cars	51,439 51	51,439 51
Engineering and agencies	28,968 26	28,968 26
Telegraph line	5,004 45	5,004 45
Machinery and tools	3,944 32	3,944 32
Water tanks	837 15	837 15
Docks	23,095 85	23,095 85
Total cost of road and equipment	\$1,442,514 25	\$1,442,514 25

CHARACTERISTICS OF ROAD.

Length of road	41
Length of road in this State	35
Length of road laid	41
Length of road laid in this State	35
Length of double track, including sidings	3
Weight of rail, per yard, on main track	56

engine-houses and shops.....	1
engines.....	6
first-class passenger cars.....	1
second-class and emigrant passenger cars.....	2
baggage, mail, and express cars.....	1
freight cars, including coal cars.....	180
main line of road from Rhinecliffe to State Line.....	41.6 miles.

INGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

of miles run by mixed trains.....	55,212
passengers (all classes) carried in cars.....	13,307
miles traveled by passengers, or number of passengers one mile.....	159,059
tons, of 2,000 pounds, of freight carried in cars.....	58,103
ment of freight, or number of tons carried one mile.....	2,055,343
te of speed adopted by mixed trains, including stops....	14
ed of same when in motion.....	18
eight, in tons, of mixed trains, exclusive of freight and rs.....	115

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

ducts of the forest.....	1,878
.....	1,216
le food.....	166
ultural products.....	4,105
es.....	11,584
.....	1,943
.....	19,956
es.....	17,255
.....	58,103

OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

ass through passengers.....	3 cents.
ass way passengers.....	3 "

from Boston Corners to State Line, held under lease, 6.4 miles.

is track is part of the Poughkeepsie, Hartford and Boston Railroad.

State Engineer and Surveyor.

and passenger trains run together.

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$13,090 39	\$916 30	\$12,174 09
Repairs of bridges	182 07	12 74	169 83
Repairs of docks	8 00	.....	8 00
Repairs of tanks	15 94	1 12	14 82
Repairs of buildings	126 86	8 82	117 54
Repairs of fences and gates	2 80	18	2 42
Taxes on real estate	5,689 69	398 23	5,391 46
Totals	\$19,114 96	\$1,337 89	\$17,777 67
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$3,638 08	\$354 66	\$3,888 42
Repairs of passenger and baggage cars	1,168 25	1,168 26	.....
Repairs of freight cars	1,052 38	.....	1,052 38
Repairs of tools and machinery in shops	77 67	5 40	72 27
Totals	\$5,936 38	\$1,428 31	\$4,508 07

RAILROAD REPORT.

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OPERATING THE ROAD.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
General office expenses.....	\$1,256 94	\$90 08	\$1,196 86
Agents and clerks.....	2,833 29	163 38	2,665 61
Train and station supplies.....	530 97	37 17	493 80
Porters, watchmen, and switchtenders.....	1,239 87	86 80	1,153 07
Wood and water station attendance.....	429 00	30 03	398 97
Conductors, baggage and brakemen.....	3,477 36	243 41	3,233 95
Engineemen and firemen.....	2,944 55	206 11	2,738 44
Fuel: cost and labor of preparing for use.....	9,159 67	641 20	8,518 47
Oil and waste for engines and tenders.....	1,046 55	73 25	973 30
Use of foreign cars.....	1,200 73	.....	1,200 73
Operating telegraph.....	259 50	18 17	241 43
Damage to property, including damages by fire and cattle killed on road.....	67 50	4 72	62 78
General superintendence.....	1,859 96	133 00	1,726 96
Rents.....	300 00	21 00	279 00
Contingencies.....	11 76	84	10 92
Transfer expenses.....	3,048 69	.....	3,048 69
Totals.....	\$29,737 14	\$1,754 16	\$27,982 98

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$19,114 96	\$1,337 39	\$17,777 57
Repairs of machinery.....	5,836 38	1,428 81	4,508 07
Operating.....	29,737 14	1,754 16	27,982 98
Totals.....	\$54,788 48	\$4,519 86	\$50,268 62

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	
From freight.....	
From other sources.....	
Total.....	7.

2d. RECEIPTS.

From passengers.....	
From freight.....	
Mails.....	\$1,564 20
Telegraph.....	188 08
Car mileage.....	1,077 96
Rents receivable.....	2,152 01
Engine service.....	1,200 00
Miscellaneous.....	80 99
Total.....	

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	
For interest.....	
*Rent of track.....	
Total.....	

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

THOMAS CORNELL.....	Rondout, N.
S. D. COYKENDALL.....	Rondout, N.
ANTHONY BENSON.....	Rondout, N.
CHARLES BRAY.....	Rondout, N.
R. G. TOWNSEND.....	Rondout, N.
EDWARD MARTIN.....	Red Hook.
H. H. CONKLIN.....	Red Hook.
WILLIAM B. PLATT.....	Rhinebeck.
A. WAGER.....	Rhinebeck.
COR F. YOUNG.....	Honesdale.
A. H. VANDLING.....	Scranton, P.
R. A. WRIGHT.....	New York.

EDWARD MARTIN.....	President.
ANTHONY BENSON.....	Treasurer and Secretary.
JAMES P. GOULD.....	Engineer.
JAMES H. JONES.....	Superintendent.

Communications intended for this company should be addressed, Rondout, county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) A. BENSON, *Treasurer*
J. H. JONES, *Superintendent*

* NOTE.—For use of part of the Poughkeepsie, Hartford and Boston R. R.
State Engineer and Surveyor.

(No. 149.)

ROCHESTER AND GENESEE VALLEY.

NEW YORK, }
County, } ss.:

E. UPTON, Treasurer of the Rochester and Genesee Valley Railroad Company, sworn, deposes and says, that the statements in the annexed report, seen signed by him, at the end thereof, are true and correct, according to his knowledge, information, and belief.

(Signed) C. E. UPTON.

and sworn to before me, }
day of November, 1878. }

HENRY BARNARD, Jr.,

Notary Public.

STOCK AND DEBTS.

Stock, as by charter	\$800,000 00
Stock subscribed	977,500 00
And in, as by last report	555,200 00
Amount now paid in of capital stock	<u>555,200 00</u>

It is leased in perpetuity to, and operated by the Erie Railway Company, equal to six per cent per annum as the capital stock of the R. & G. V. and \$700 additional for the purpose of keeping up the organization of the Erie R. R. Co. The undersigned respectfully refers to the annual report of the Erie Railway Company for the statements in detail of transportation, expenses, repairs, earnings, incidents and accidents of the past year.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and masonry	\$187,487 34	\$187,487 34
Structures	24,934 84	24,934 84
Equipment, including iron	219,940 74	219,940 74
Freight and passenger stations, buildings and other structures	9,365 82	9,365 82
Car-houses, machine shops, machine fixtures	20,455 41	20,455 41
Damages, and fences	157,624 31	157,624 31
Other cars	1,776 00	1,776 00
Tools and agencies	49,718 67	49,718 67
Cost of road and equipment	<u>\$671,303 13</u>	<u>\$671,303 31</u>

As above copied from report of 1870.

State Engineer and Surveyor.

CHARACTERISTICS OF ROAD.

Length of road	18.
Length of road in this State	18.
Length of road laid	18.
Length of road laid in this State	18.
Length of double track, including sidings	3.
Length of main line of road from Rochester to Avon	18.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.*

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JEROME BUTTERFIELD	Rochester,
HENRY C. ROBERTS	Rochester,
LEVI A. WARD	Rochester,
WILLIAM N. SAGE	Rochester,
CHARLES E. UPTON	Rochester,
SAMUEL D. PORTER	Rochester,
JOHN LUTES	Rochester,
JOHNSON I. ROBBINS	Rochester,
JAMES BRACKETT	Rochester,
CHAUNCEY B. WOODWORTH	Rochester,
GILMAN H. PERKINS	Rochester,
DANIEL W. POWERS	Rochester,
S. D. PORTER	Rochester,

JAMES BRACKETT..... President.

CHARLES E. UPTON Secretary and Treasurer.

Communications intended for this company should be addressed, C. E. UPTON, 34 State street, Rochester, Monroe county, N. Y.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) C. E. UPTON, IV

* NOTE.—Interest on stock

Organization expenses.....

. Paid by the Erie and New York, Lake Erie and Western Railroad Companies, as reported by
State Engineer and

(No. 150.)

ROCHESTER, NUNDA AND PITTSBURGH.

OF NEW YORK, }
 ss.:
 of Livingston County, }

CHARLES L. BINGHAM, Treasurer of the Rochester, Nunda and Pittsburgh Railroad, being sworn, deposes and says, that the statements in the annexed report, have been signed by him, at the end thereof, are true and correct, according to his knowledge, information, and belief.

(Signed) CHARLES L. BINGHAM.

and sworn to before me, }
 this day of November, 1878. }

H. H. SUMMERS,

Notary Public.

STOCK AND DEBTS.*

Stock, as by charter	\$400,000 00
of stock subscribed	400,000 00
paid in, as by last report	400,000 00
Amount now paid in of capital stock	400,000 00
Debt, as by last report	400,000 00
Amount now of funded debt	400,000 00
Amount now of funded and floating debt	400,000 00
Rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Cost of road and equipment	\$400,000 00	\$400,000 00

CHARACTERISTICS OF ROAD.

Road, about	18 miles.
Road in this State, about	18 "
Road laid, about	18 "
Road laid in this State, about	18 "
Weight of rail, per yard, on main track, suppose	56 pounds.
Length of main line of road from Mt. Morris to Rosse's crossing	18 miles.

The company was organized by certificate, filed on or about August 27, 1877, on the first mortgage, given by the Rochester, Nunda and Pennsylvania Railroad Company. The reorganization was by the bondholders, parties to the contract of reorganization. The stock was, on the reorganization, called \$400,000, and bonds were issued by the new company for \$400,000. No cash was paid in on stock, the stock being treated as paid up, by the said bondholders' ownership or interest in the road. Of the \$400,000 bonded debt, the bonds are held in reserve to complete the road, and are now in the hands of the bondholders as security for a part of the expenses of foreclosure, trustees commissions, cost of and payment of purchase money in part. The company has about 18 miles of what was four years ago, substantially a completed road of four foot eight and a-half inch gauge. The road never was operated, and we have now no engineer or superintendent who can make an affidavit. The company have had no detailed estimate made of the cost of the road, having been, since filing the certificate of organization, in position to call for the estimate of persons competent to make the estimate.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE JEROME	Detroit, Mich.
SIMON SIMPSON	Detroit, Mich.
S. GUILFORD SMITH	Buffalo, N. Y.
FRANKLIN D. LAKE	Nunda, N. Y.
GEORGE M. OSGOODBY	Nunda, N. Y.
JAMES C. COCHRANE	Rochester, N. Y.
CHARLES L. BINGHAM	Mt. Morris, N. Y.
CHARLES W. LEAVITT	Philadelphia, Pa.

GEORGE JEROME	President, Detroit, Mich.
CHARLES L. BINGHAM	Treasurer, Mt. Morris, N. Y.
CHARLES W. LEAVITT	Secretary, Philadelphia, Pa.

Communications intended for this company should be addressed, CHAS. L. BINGHAM, Mt. Morris, Livingston county, N. Y.

The undersigned has prepared the foregoing statements, and believes them to be correct.

(Signed) CHARLES L. BINGHAM, Treasurer.

(No. 151.)

ROCHESTER AND STATE LINE.

STATE OF NEW YORK, }
Monroe County, } ss.:

DONALD McNAUGHTON, Secretary and Treasurer, and JAMES E. CHILDS, Superintendent of operations of the Rochester and State Line Railway Company, being severally sworn, each for himself deposes and says, that the statements and annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) DONALD McNAUGHTON,
 J. E. CHILDS.

Subscribed and sworn to before me, }
 this 13th day of January, 1879. }

WM. H. OLMSTED,
Notary Public, Monroe Co., N. Y.

STOCK AND DEBTS.

1 Capital stock, as by charter*	\$2,000,000
2 Amount of stock subscribed	1,100,000
3 Amount paid in, as by last report	2,100,000
4 Total amount now paid in of capital stock	
5 Funded debt, as by last report †	1,100,000
6 Total amount now of funded debt ‡	2,100,000

* Capital stock increased to \$2,500,000, by authority of chapter 84, Laws of 1876.

† Interest thereon, agreed to be funded, \$156,100.

‡ NOTE.—The "last report" referred to above was for 1876. This company did not make a report for the year 1877.

State Engineer and

debt, as by last report.	473,301 90
Amount now of floating debt.	109,386 80
Amount now of funded and floating debt.	2,452,946 80
Rate, per annum, of interest on funded debt.	7 per cent.

3. 1 and 2. By act of Legislature, chapter 178, Laws of 1872, municipal corporations were permitted to subscribe for bonds instead of stock.

4. Error in report of 1876, by charging stock with loan on bonds.

6. The bonded debt first mortgage issued is by law limited to \$20,000 length of road; bonds entered as issued, in excess of that amount, were collateral to debts and issued prior to passage of act of Legislature, chapter 1876, but are to be canceled and retired, to the amount limited above.

8. Total amount of floating debt \$109,386.80, of which \$58,489.40 is old which \$42,313.93 is secured by pledge of first mortgage bonds, reported issued.

9. That part of floating debt provided for by reservation of first mortgage, included in amount noted above as issued, is included in this item.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Excavation and masonry.	\$706,008 17	\$772,382 90
Gravel.	24,232 11	57,728 04
Structure, including iron.	417,628 31	898,317 38
and freight stations, buildings and		
.	3,500 00	19,047 86
Car houses, machine shops, machinery		
.	1,800 00	1,800 00
Damages, and fences.	198,664 43	234,695 14
Tools and fixtures, and snow plows.	25,000 00	98,050 06
Passenger and baggage cars. ....	.....	19,149 97
Other cars.	6,827 29	111,832 29
Agents and agencies.	86,120 00	97,374 24
Cost of road and equipment.	\$1,469,780 31	\$2,310,377 82

In 1876, contract was made by this company for completion and equipment of road, embracing the items marked *, except three locomotives, snow sheds, and agencies, for which contractor was to receive balance of bonds and cash unissued, except bonds reserved to pay debts contracted prior to 1876. The figures above are based upon the amount paid by contractor for the said items, as far as the same can be ascertained.

CHARACTERISTICS OF ROAD.

Length of road.	107.56 miles.
Length of road in this State.	107.56 "
Length of road laid.	107.56 "
Length of road laid in this State.	107.56 "
Length of sidings.	10.63 "
Weight of rail, per yard, on main track.	56 pounds.
Number of engine-houses and shops.	1
Number of engines.	11

Number of first-class passenger cars	
Number of second-class passenger cars	
Number of baggage, mail, and express cars	
Number of freight cars, including coal cars	
Length of main line of road from Rochester to Salamanca	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES

Number of miles run by passenger trains	
Number of miles run by freight trains	
Number of passengers (all classes) carried in cars	
Number of miles traveled by passengers, or number of passengers carried one mile	
Number of tons, of 2,000 pounds, of freight carried in cars	
Total movement of freight, or number of tons carried one mile	
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour)	
Rate of speed of same when in motion	
Average rate of speed adopted by express trains, including stops ...	
Rate of speed of same when in motion	
Average rate of speed adopted by freight trains, including stops	
Rate of speed of same when in motion	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	
Average weight in tons, of freight trains, exclusive of freight.	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest	
Of animals	
Of vegetable food	
Other agricultural products	
Manufactures	
Merchandise	
Coal	
Oil, crude	
Other articles	
Total	

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE
MILE, AS FOLLOWS:

For first-class through passengers	
For first-class way passengers	
Commutation tickets, about	

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron.			
Repairs of bridges.	\$25,708 43	\$6,427 11	\$19,281 32
Repairs of telegraph.	2,098 10	524 27	1,573 83
Repairs of buildings.	55 05	13 76	41 29
Repairs of fences and gates.	2,409 12	602 28	1,806 84
Taxes on real estate.	5,518 34	129 58	5,388 76
Totals.	5,549 33	1,387 34	4,161 99
	\$36,338 37	\$9,084 34	\$27,254 03

REPAIRS OF MACHINERY.

Repairs of engines and tenders.			
Repairs of passenger and baggage cars.	\$5,232 71	\$1,308 18	\$3,924 53
Repairs of freight cars.	2,731 02	2,731 02	.....
Repairs of tools and machinery in shops.	2,667 19	.....	2,667 19
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.	503 25	125 81	377 44
Totals.	188 31	47 08	141 23
	\$11,322 48	\$4,212 09	\$7,110 39

EXPENSES—(Continued).

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
OPERATING THE ROAD.			
Office expenses, stationery, etc	\$8,651 56	\$2,162 89	\$6,488 67
Agents and clerks	11,259 19	2,814 79	8,444 40
Labor: loading and unloading freight.....	347 18	.....	347 18
Porters, watchmen, and switchtenders	8,695 66	923 92	2,771 74
Wood and water station attendance	514 66	128 42	386 24
Conductors, baggage and brakemen	8,567 56	2,141 89	6,425 67
Enginemen and firemen.....	10,421 10	2,605 98	7,815 82
Fuel: cost and labor of preparing for use.....	19,082 21	4,770 56	14,311 65
Oil and waste for engines and tenders, and cars.....	2,801 34	700 84	2,101 00
Loss and damage of goods and baggage	40 75	10 19	30 56
Damage for injuries of persons	75 00	18 75	56 25
Damage to property, including damages by fire and cattle killed on road.	1,032 50	258 12	774 38
General superintendence.....	2,400 00	600 00	1,800 00
Contingencies	15,492 92	794 56	14,698 36
Totals	\$84,381 63	\$17,929 71	\$66,451 92

SUBDIVISION OF CONTINGENCIES.

ice	\$12,314 68
fe	1,000 00
reous	2,178 24
Total	\$15,492 92

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ing road-bed, etc.	\$36,388 37	\$9,048 34	\$27,254 03
of machinery	11,322 48	4,212 09	7,110 39
g	84,381 63	17,929 71	66,451 92
als.	\$132,042 48	\$31,226 14	\$100,816 34

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

arnings.	
m passengers	\$49,141 97
m freight	154,267 42
m other sources	*11,035 16
Total	\$214,444 55

ceipts.	
m passengers	\$48,662 48
m freight	134,635 17
merican Express	\$2,308 99
service	516 17
in news agent	175 00
ts.	35 00
	3,035 16
Total	\$186,332 81

EXPENSES OTHER THAN FOR CONSTRUCTION.

transportation expenses	\$132,042 48
interest	7,089 91
Total	\$139,132 39

railway was opened for freight and passenger traffic from Rochester to Sala-
May 16, 1878.

* Part official and part estimated. Carrying mail not adjusted.

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.						
December 23	1	....	....	....
1878.						
February 18	1	....	....
February 26	1	....	....
April 4	1
June 6 or 7	1	....
August 17	1	....	....
August 28	1	....	....
September 26	1	....	....
Totals	1	5	1	1

Not in either case from carelessness or negligence of any person in the corporation.

The following is a statement of the date of each accident, the place where the train, the cause and the extent of the injuries inflicted upon each the name of such person, as follows :

1877.

December 28. John G. Laird, laborer, on ballasting train in employ of fell between cars and was killed, about five miles west of Gainesville.

1878.

February 18. Martin Yeuski, laborer, on ballasting train in employ of fell off car, and was run over near Great Valley; leg amputated; survived.

February 26. Jerry Mahoney, laborer, on ballasting train in employ of had hand injured coupling cars at Rock Glen; survived.

April 4. Edward Mead, boy, about 13 years of age, playing around Gainesville, foot taken off; survived.

June 6. Child, named Burlingame, two years old, playing on track crossing, Great Valley; killed.

August 17. William Brown, laborer, on gravel train, walking on track by work-train at Gainesville; leg cut off; survived.

August 28. Eugene Houghtaling, fireman, fell off oil train, between and Pearl Creek, while going from engine back to caboose; arm cut off;

September 26. L. T. Jenkins, station agent at Le Roy, foot injured, while in cars in yard; toes smashed; survived.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ER ALLEN	Mumford, N. Y.
D. S. BROWN	Scottsville, N. Y.
D. McNAUGHTON	Mumford, N. Y.
F. REYNOLDS	Rochester, N. Y.
MAS LEIGHTON	Rochester, N. Y.
ERGE E. MUMFORD	Rochester, N. Y.
ARD HARRIS	Rochester, N. Y.
ERGE J. WHITNEY	Rochester, N. Y.
MAS BROWN, JR.	Scottsville, N. Y.
C S. WATERMAN	Philadelphia, Pa.
LIAN BRISTOL	Warsaw, N. Y.
USTUS FRANK	Warsaw, N. Y.
D. SCOTT	Ellicottsville, N. Y.
ALLEN	President, Mumford, N. Y.
McNAUGHTON	Treasurer and Secretary, Mumford, N. Y.
ILDS	Engineer and Superintendent, Rochester, N. Y.

Communications intended for this company should be addressed, JAMES E. CHILDS, Reynolds' Arcade, Rochester, Monroe county, N. Y.

undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have had them as far as practicable, and believe them to be correct.

(Signed) DONALD McNAUGHTON, *Sec'y and Treas.*
J. E. CHILDS, *Superintendent.*

(No. 152.)

ROCKAWAY ELEVATED.

OF NEW YORK, } ss.:
County, }

RILEY, President of the Rockaway Elevated Railroad Company, being deposed and says, that the statements in the annexed report, which has been shown to him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. W. RILEY.

and sworn to before me, }
a day of December, 1878. }

ROBT. NELSON,
Notary Public, Kings Co., N. Y.

STOCK AND DEBTS.

Stock	\$500,000 00
Stock subscribed	28,000 00
Amount now paid in of capital stock	1,800 00
Amount now of floating debt	4,000 00

CHARACTERISTICS OF ROAD.

Length of road.....
 Length of main line of road from Far Rockaway to Rockaway Beach
 and Jamaica Bay, and the lower end of the peninsula

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

W. W. RILEY.....	Brooklyn,
ROBERT WILSON.....	Brooklyn,
THOMAS C. MEIGHAM.....	Brooklyn,
GUSTAVUS F. DREW.....	Brooklyn,
EDWIN KETCHUM.....	Brooklyn,
D. O. KETCHUM.....	Linden, N
GEO. B. O. WEAVER.....	Brooklyn,
JOHN R. ROBINSON.....	Brooklyn,
W. P. COOK.....	Brooklyn,
J. B. BOSTWICK.....	Brooklyn,
JOHN M. KENOE.....	Brooklyn,
H. P. BOSTWICK.....	Brooklyn,
HENRY DREW.....	Brooklyn,

W. W. RILEY..... President.

D. O. KETCHUM..... Treasurer and Secretary.

Communications intended for this company should be addressed, W.
 Oceanus, Rockaway Beach, Queens county, N. Y.

The undersigned has caused the foregoing statements to be prepared
 proper officers and agents of this company, from the books and records
 examined them as far as practicable, and believes them to be correct.

(Signed) W. WILLSHIRE RILEY, F.

(No. 153.)

ROME AND CLINTON.

STATE OF NEW YORK, } ss.:
 Oneida County,

ANDREW W. MILLS, Treasurer and Secretary, and W. G. OAKMAN, acting
 president of operations of the Rome and Clinton Railroad Company, being
 sworn, each for himself deposes and says, that the statements in the annexed
 which has been signed by each of them, at the end thereof, are true and
 according to the best of his knowledge, information, and belief.

(Signed) A. W. MILLS
 W. G. OAKMAN

Subscribed and sworn to before me,
 by A. W. Mills, this 23d day of
 November, 1878.

A. W. BRONSON,
Notary Public, Oneida County, N. Y.

Subscribed and sworn to before me,
 by W. G. Oakman, this 15th day
 of November, 1878.

J. M. BUTLER,
Notary Public.

STOCK AND DEBTS.

Stock, as by charter	\$370,000 00
of stock subscribed	275,000 00
paid in, as by last report	275,000 00
Amount now paid in of capital stock	275,000 00
Debt, as by last report	20,000 00
Debt, as by last report	9,000 00
Amount now of floating debt	9,000 00
Amount now of funded and floating debt	9,000 00
Rate, per annum, of interest on funded debt	7 per cent.

Road is leased to the Delaware and Hudson Canal Company, and operated by Delaware, Lackawanna and Western Railroad Company; and the statements of operations only, of this road are furnished by the latter company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Station and masonry	\$286,800 00	\$286,800 00
Buildings		
Structure, including iron		
and freight stations, buildings and		
and car houses, machine-shops, ma-	6,200 00	6,200 00
and fixtures	7,000 00	7,000 00
and damages, and fences	60,000 00	60,000 00
Cost of road and equipment	\$360,000 00	\$360,000 00

CHARACTERISTICS OF ROAD.

Road	12.70 miles.
Road in this State	12.70 "
Road laid	12.70 "
Road laid in this State	12.70 "
Double track, including sidings	1 "
Rail, per yard, on main track	60 pounds.
Number of engine-houses and shops	1
Main line of road from Rome to Clinton	12.70 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Miles run by passenger trains	7,725
Miles run by freight trains	8,367
Passengers (all classes) carried in cars	30,475
Miles traveled by passengers, or number of passengers	
one mile	220,463
Tons, of 2,000 pounds, of freight carried in cars	27,773
Amount of freight, or number of tons carried one mile	314,607
Rate of speed adopted by ordinary passenger trains, includ-	
ing (miles per hour)	20
Speed of same when in motion	26

Average rate of speed adopted by express trains, including stops ...
Rate of speed of same when in motion
Average rate of speed adopted by freight trains, including stops....
Rate of speed of same when in motion
Average weight, in tons, of passenger trains, exclusive of passengers and baggage
Average weight, in tons, of freight trains, exclusive of freight

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest
Of animals
Of vegetable food
Other agricultural products
Manufactures
Merchandise
Coal
Other articles
Total

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE C
MILE, AS FOLLOWS :

For first-class through passengers
For first-class way passengers

EXPENSES.

RAILROAD REPORT.

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	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting the cost of iron	\$5,834 32	\$1,844 15	\$3,990 17
Repairs of bridges	622 41	311 20	311 21
Repairs of buildings	151 73	135 78	15 95
Repairs of fences and gates	21 94	1 14	20 80
Taxes on real estate	2,104 93	1,052 46	1,052 47
Totals	\$8,735 33	\$3,344 73	\$5,390 60
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$609 47	\$303 55	\$305 92
Repairs of passenger and baggage cars	228 28	228 28	.....
Repairs of freight cars	73 25	.....	73 25
Totals	\$911 00	\$531 83	\$379 17

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$117 18	\$58 59	\$58 59
Agents and clerks.	1,652 85	826 42	826 43
Labor: loading and unloading freight.	426 01	.....	426 01
Porters, watchmen, and switchtenders.	655 08	342 54	342 54
Wood and water station attendance.	48 44	24 22	24 22
Conductors, baggage and brakemen.	1,712 13	795 29	916 84
Engine men and firemen.	1,464 10	640 41	763 69
Fuel: cost and labor of preparing for use.	3,468 34	1,729 17	1,729 17
Oil and waste for engines and tenders.	105 32	53 43	51 93
Oil and waste for freight cars.	11 87	.....	11 87
Oil and waste for passenger and baggage cars.	25 31	25 31	.....
Loss and damage of goods and baggage.	8 70	3 70	.....
Damage for injuries of persons.	8 18	4 09	4 09
Damages to property, including damages by fire and cattle killed on road.	25 09	.....	25 09
General superintendence.	144 00	72 00	72 00
Contingencies.	2,846 83	291 86	2,554 97
Totals.	\$12,674 50	\$4,867 03	\$7,807 47

.....	\$2,554 97
.....	291 86
.....	<u>\$2,846 83</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
g road-bed, etc.	\$8,735 33	\$3,344 73	\$5,390 60
machinery	911 00	531 83	379 17
.....	12,674 50	4,867 03	7,807 47
.....	<u>\$22,320 83</u>	<u>\$8,743 59</u>	<u>\$13,577 24</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

INGS.	
passengers	\$6,395 69
freight	9,880 51
other sources	1,916 54
total	<u>\$18,192 74</u>

PTS.	
passengers	\$6,395 69
freight	9,880 51
ess.	\$750 00
.....	611 01
, etc.	555 53
	<u>1,916 54</u>
total	<u>\$18,192 74</u>

EXPENSES OTHER THAN FOR CONSTRUCTION.

transportation expenses	\$22,320 83
l to lessors*	25,000 00
total	<u>\$47,320 83</u>

ACCIDENTS.

	Injured.
29, 1877	<u>1</u>

ing is a statement of the date of each accident, the place where it occurred, n, the cause and the extent of the injuries inflicted upon each person, and e of such person, as follows:

ber 29. John Welch, brakeman, had his right hand severely crushed, pling cars at Clinton.

Principal of bonds	\$20,000 00
Interest on bonds	1,050 00
Passing expenses	400 00
Salaries	500 00
Surplus	3,050 00
Total	<u>\$25,000 00</u>

State Engineer and Surveyor.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

E. B. ARMSTRONG.....	Rome, N.
R. J. BRACH.....	Rome, N.
ALFRED ETHERIDGE.....	Rome, N.
W. S. BARTLETT.....	Clinton, N.
A. W. MILLS.....	Clinton, N.
O. S. WILLIAMS.....	Clinton, N.
J. E. ELLIOTT.....	Clinton, N.
ARMSTRONG PECK.....	Clinton, N.
L. H. SHATTUCK.....	Utica, N.
GEORGE B. PHELPS.....	Watertown
JOHN J. PARRY.....	Rome, N.
G. V. SELDEN.....	Rome, N.

W. S. BARTLETT..... President, Clinton, N. Y.

A. W. MILLS..... Treasurer and Secretary, Clinton,

W. G. OAKMAN..... Superintendent, Utica, N. Y.

Communications intended for this company should be addressed, A. W. MILLS, Secretary, Clinton, Oneida county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) A. W. MILLS, *Secretary and*

W. G. OAKMAN, *Superintendent*

(No. 154.)

ROME, WATERTOWN AND OGDENSBURGH.

STATE OF NEW YORK, }
Jefferson County, } ss.:

JOSEPH A. LAWYER, Treasurer, and EDGAR A. VAN HORNE, acting Superintendent of the Rome, Watertown and Ogdensburgh Railroad Company, severally sworn, each for himself deposes and says, that the statement annexed report, which has been signed by each of them, at the end thereof, is true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOSEPH A. LAWYER,

EDGAR A. VAN HORNE

Subscribed and sworn to before me, }
this 19th day of November, 1878. }

F. D. SHERMAN,

Notary Public, Jefferson County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000
Amount of stock subscribed.....	3
Amount paid in, as by last report.....	3
Total amount now paid in of capital stock.....	3

RAILROAD REPORT.

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Debt, as by last report	\$7,749,900 00
Amount now of funded debt	7,749,900 00
Debt, as by last report	634,585 24
Amount now of floating debt	608,688 17
Amount now of funded and floating debt	8,358,588 17
Rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and masonry	\$1,334,624 34	\$1,334,624 34
Structures, including iron	83,804 04	83,804 04
Buildings and freight stations, buildings and	1,422,135 63	1,422,135 63
Car houses, machine shops, machine	147,537 24	147,537 24
Fixtures	113,891 57	113,891 57
Damages, and fences	245,351 46	245,351 46
Engines and fixtures, and snow plows	234,036 65	234,036 65
Passenger and baggage cars	77,132 01	77,132 01
Freight and other cars	252,135 92	252,135 92
Agents and agencies	89,351 14	89,351 14
Albany and Syracuse Northern Divisions ..	5,321,314 45	5,350,915 21
Total cost of road and equipment	\$9,321,314 45	\$9,350,915 21

CHARACTERISTICS OF ROAD.

Length of road	141.11 miles.
Length of road in this State	141.11 "
Length of road laid	141.11 "
Length of road laid in this State	141.11 "
Length of double track, including sidings	54.95 "
Length of branches owned and leased by the company, laid *	267.77 "
Length of double track laid on same	35.89 "
Weight of rail, per yard, on main track	56 and 60 lbs.
Number of engine-houses and shops	10
Number of engines	55
Number of first-class passenger cars	33
Number of second-class and emigrant passenger cars	20
Number of baggage, mail, and express cars	23
Number of freight cars	1,182
Number of service cars	17
Length of main line of road from Rome to Ogdensburgh	141.11 miles.

MILEAGE OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Miles run by passenger trains	666,605
Miles run by freight trains	387,003
Miles run by other trains	81,436
Passengers (all classes) carried in cars	576,974
Miles traveled by passengers, or number of passengers	15,199,509

Includes Syracuse and Lake Shore Division and Oswego and Rome leased line.

Number of tons, of 2,000 pounds, of freight carried in cars	
Total movement of freight, or number of tons carried one mile	
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	
Rate of speed of same when in motion	
Average rate of speed adopted by express trains, including stops ..	
Rate of speed of same when in motion	
Average rate of speed adopted by freight trains, including stops ..	
Rate of speed of same when in motion	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	
Average weight, in tons, of freight trains, exclusive of freight	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest	
Of animals	
Of vegetable food	
Other agricultural products	
Manufactures	
Merchandise	
Other articles	
Total	

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE PER MILE, AS FOLLOWS:

For first-class through passengers	
For first-class way passengers	

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$183,142 56	\$81,047 52	\$122,095 04
Cost of iron used in repairs.....	36,189 31	12,068 10	24,126 21
Alotted to passenger transportation:			
Length in feet.....	60,293		
Weight in pounds.....	1,205,866		
Alotted to freight transportation:			
Length in feet.....	120,587		
Weight in pounds.....	2,411,734		
Repairs of buildings.....	16,315 74	10,877 16	5,438 58
Repairs of fences and gates.....	4,238 08	1,412 02	2,824 06
Taxes on real estate.....	87,846 51	29,281 84	68,563 67
Totals.....	\$327,729 20	\$114,681 64	\$213,047 56

REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$47,135 73	\$15,711 91	\$31,423 81
Repairs of passenger and baggage cars.....	39,918 17	32,916 17	.....
Repairs of freight cars.....	36,466 47	.....	36,466 47
Repairs of tools and machinery in shops.....	5,685 75	1,895 25	3,790 50
Totals.....	\$122,204 11	\$50,523 33	\$71,680 78

Number of tons, of 2,000 pounds, of freight carried in cars
 Total movement of freight, or number of tons carried one mile.....

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....
 Rate of speed of same when in motion
 Average rate of speed adopted by express trains, including stops ...
 Rate of speed of same when in motion
 Average rate of speed adopted by freight trains, including stops....
 Rate of speed of same when in motion

Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....
 Average weight, in tons, of freight trains, exclusive of freight.....

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....
 Of animals.....
 Of vegetable food.....
 Other agricultural products
 Manufactures
 Merchandise
 Other articles
 Total

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE PER MILE, AS FOLLOWS:

For first-class through passengers
 For first-class way passengers.....

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron.....				
Cost of iron used in repairs.....				
Allotted to passenger transportation:				
Length in feet.....	60,293			
Weight in pounds.....	1,206,866			
Allotted to freight transportation:				
Length in feet.....	120,587			
Weight in pounds.....	2,411,734			
Repairs of buildings.....		16,315 74	10,877 16	5,438 58
Repairs of fences and gates.....		4,236 08	1,412 02	2,824 06
Taxes on real estate.....		87,845 51	29,281 84	58,563 67
Totals.....		\$327,729 20	\$114,681 64	\$213,047 56

REPAIRS OF MACHINERY.

Repairs of engines and tenders.....				
Repairs of passenger and baggage cars.....				
Repairs of freight cars.....				
Repairs of tools and machinery in shops.....				
Totals.....		\$122,204 11	\$50,523 83	\$71,680 78

EXPENSES—(Continued).

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
OPERATING THE ROAD.			
Office expenses, stationery, etc.....	\$5,637 67	\$1,879 22	\$3,758 45
Agents and clerks.....	73,527 86	24,509 28	49,018 58
Labor: loading and unloading freight.....	15,706 61	.....	15,706 61
Porters, watchmen, and switchtenders.....	16,683 93	5,527 98	11,055 95
Wood and water station attendance.....	2,830 01	943 33	1,886 68
Conductors, baggage and brakemen.....	48,299 29	16,099 76	32,199 53
Enginemen and firemen.....	63,284 02	21,094 67	42,189 35
Fuel: cost and labor of preparing for use.....	125,763 47	41,921 16	83,842 31
Oil and waste for engines, tenders, and cars.....	12,708 09	4,236 03	8,472 06
Loss and damage of goods and baggage.....	482 90	180 97	321 93
Damage for injuries of persons.....	671 00	224 00	447 00
Damage to property, including damages by fire and cattle killed on road.....	2,008 30	669 43	1,338 87
General superintendence.....	4,500 00	1,500 00	3,000 00
Freight car service.....	5,954 63	.....	5,954 63
Contingencies.....	35,147 73	11,715 91	23,431 82
Totals.....	\$413,105 51	\$130,481 74	\$282,623 77
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.....	\$327,729 20	\$114,681 64	\$213,047 56
Repairs of machinery.....	122,294 11	60,623 33	71,680 78
Operating.....	413,105 51	130,481 74	282,623 77

RAILROAD REPORT.

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EARNINGS AND CASH RECEIPTS AND PAYMENTS.

INGS.		
passengers.....	\$443,388	40
freight.....	656,046	13
other sources.....	114,351	85
Total.....	\$1,213,786	38
PTS.		
passengers.....	\$443,388	40
freight.....	656,046	13
.....	\$34,949	20
service.....	8,875	29
.....	34,257	72
sources.....	25,746	48
	103,828	69
Total.....	\$1,203,263	22
ENTS OTHER THAN FOR CONSTRUCTION.		
transportation expenses.....	\$863,038	82
interest.....	417,205	33
l of Oswego and Rome Railroad.....	24,000	00
Total.....	\$1,304,244	15

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
22.....	1	....	1	....
26.....	1	....	1	....
1878.								
3.....	1	....	1	....
20.....	1	....	1	....
.....	4	....	4	....

ing is a statement of the date of each accident, the place where it occurred,
s, the cause and the extent of the injuries inflicted upon each person, and
e of such person, as follows:

22. Eliza Bennett, sleeping side of track, three miles north of Adams
as struck by train No. 3 and killed.
per 25. Mosgrove Gardner, a deaf mute, walking on track near Evans'
struck by train No. 4 and killed.

aid for Oswego and Rome Railroad as follows:	
\$25,000 first mortgage bonds (included in interest).....	\$25,750 00
ent on \$300,000 capital stock.....	24,000 00
	\$49,750 00

1878.

April 3. Edward Williams, drunk and lying on track near Potsdam, by train No. 21 and killed.

April 20. Alfred J. Marceau jumped from train No. 1, as it was near burgh depot, and was killed.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

SAMUEL SLOAN.....	New York
MOSES TAYLOR	New York
CHRISTIAN ZABRISKIE.....	New York
WM. E. DODGE.....	New York
JOHN S. BARNES.....	New York
PERCY R. PYNE.....	New York
GARDNER COLBY.....	Boston, Ma
JOHN S. FARLOW	Boston, Ma
TALCOTT H. CAMP	Watertown,
OLON D. HUNGERFORD	Adams, N.
WM. M. WHITE.....	Canaseraga
THEODORE IRWIN	Oswego, N.

SAMUEL SLOAN President.

JOSEPH A. LAWYER } Treasurer and Secretary
Watertown, N. Y.

EDGAR A. VAN HORNE Superintendent.

Communications intended for this company should be addressed, Jefferson county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, examined them as far as practicable, and believe them to be correct.

(Signed) J. A. LAWYER, Treasurer
E. A. VAN HORNE, Superintendent

(No. 155.)

RYE LAKE.

STATE OF NEW YORK, } ss.:
City and County of New York, }

GEORGE B. SATTERLEE, President, and HARRY GUY, acting Secretary of the Rye Lake Railroad Company, being severally sworn, each for himself depose that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his information, and belief.

(Signed) GEORGE B. SATTERLEE
HARRY GUY.

Subscribed and sworn to before me, }
this 29th day of November, 1878. }

GEORGE E. CARPENTER,

Notary Public (No. 210), New York County.

STOCK AND DEBTS.

Stock, as by charter	\$200,000 00
of stock subscribed	120,000 00
paid in, as by last report	4,400 00
Amount now paid in of capital stock	4,400 00
Debt, as by last report	7,000 00
Amount now of funded debt	7,000 00
Debt, as by last report	3,088 87
Amount now of floating debt	3,788 87
Amount now of funded and floating debt	10,788 87
Rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and masonry	\$3,053 19	\$3,053 19
and damages, and fences	2,288 15	2,288 15
Engineering and agencies	1,626 15	1,626 15
Total cost of road and equipment	\$6,967 49	\$6,967 49

CHARACTERISTICS OF ROAD.

Length of road	4.25 miles.
Length of road in this State	4.25 "
Location of main line of road from Rye Lake to Kensico on New York Central Railroad	4.25 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE B. SATTERLEE	New York.
WILLIAM MARSH	New York.
JOHN LATHROP	New York.
JOHN AS WINBOR	New York.
JOHN HINDS	New York.
JOHN AM HINDS	New York.
JOHN BARBOUR	New York.
JOHN TOWNSEND	New York.
JOHN HENRY G. HARNEY	New York.
JOHN H. WHITTEMORE	New York.

JOHN B. SATTERLEE President and Treasurer.
 HARRY GUY Acting Secretary.

Communications intended for this company should be addressed, G. B. SATTERLEE,
 No. 66 Broadway, New York city.

Report not signed.

State Engineer and Surveyor.

(No. 156.)

SARATOGA AND SCHENECTADY.

STATE OF NEW YORK, }
Rensselaer County, } ss.:

GEORGE H. CRAMER, President, and GEORGE H. PERRY, Secretary and Treasurer of the Saratoga and Schenectady Railroad Company, being severally sworn, each self deposes and says, that the statements in the annexed report, which is signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEO. H. C.
 G. H. P.

Subscribed and sworn to before me, }
 this 27th day of November, 1878. }

J. H. HUNTINGTON,
Notary Public, Troy, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$
Amount of stock subscribed.	
*Amount paid in, as by last report	
*Total amount now paid in of capital stock	

The increase of capital stock from \$300,000 to \$450,000 was made by the sale of its bonds in part, and by an increase of stock to represent its part. The road is leased to the Rensselaer and Saratoga Railroad Company, as it is leased in perpetuity at 7 per cent on \$450,000.

This road is leased to the Rensselaer and Saratoga Railroad Company, operated by the Delaware and Hudson Canal Company.

The doings of the year in transportation and total miles run are embodied in the annual report of the Rensselaer and Saratoga Railroad Department of the Delaware and Hudson Canal Company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment †	\$480,684 15	\$

CHARACTERISTICS OF ROAD.

Length of road	
Length of road in this State	
Length of road laid	
Length of road laid in this State	
Length of main line of road from Saratoga Springs to Schenectady ..	

By the original lease of 1859, the rolling stock was valued at some \$300,000. A new lease was made in 1861, in perpetuity, to the Rensselaer and Saratoga Railroad Company.

* NOTE.—Chapter No. 43, Laws of 1878, authorize the stockholders to increase the capital stock to \$300,000.

† NOTE.—The amount previously reported at \$481,684 15 was erroneous. This is the amount that they cannot give the details, the books having been destroyed by fire a number of years since.

State Engineer and

All the rolling stock was surrendered to the Rensselaer and Saratoga in fee, necessarily no account has been kept of it, as it is the absolute property of the Rensselaer and Saratoga Railroad Company.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Other sources *	\$32,950 00
EXPENSES OTHER THAN FOR CONSTRUCTION.	
Dividends on stock, seven per cent.....	\$31,500 00
Payments to surplus fund.....	1,450 00
Total.....	\$32,950 00
Total amount of surplus fund.....	\$18,172 13

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE H. CRAMER.....	Troy, N. Y.
JAMES GALE.....	Troy, N. Y.
W. M. WARREN.....	Troy, N. Y.
W. M. TIBBITS.....	Troy, N. Y.
W. W. LOCKWOOD.....	Troy, N. Y.
W. N. LOCKWOOD.....	Troy, N. Y.
W. C. CRAMER.....	Troy, N. Y.
W. E. WARREN.....	Troy, N. Y.
M. MARVIN.....	Saratoga Springs.

GEORGE H. CRAMER..... President.

GEORGE H. PERRY..... Treasurer and Secretary.

Communications intended for this company should be addressed, G. H. CRAMER, No. 19 First street, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEO. H. CRAMER, *President.*
GEO. H. PERRY, *Secretary and Treasurer.*

(No. 157.)

SCHENECTADY AND DUANESBURGH.

NEW YORK, }
Schenectady County, }

J. HARTT, Secretary and Treasurer of the Schenectady and Duaneburgh Railroad Company, being duly sworn, deposes and says, that the statements in the foregoing report

includes \$31,750, paid by the Delaware and Hudson Canal Company to the Rensselaer and Saratoga Railroad Company as rent.

State Engineer and Surveyor.

annexed report, which has been signed by him, at the end thereof, and is correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES C. HARTT
 Subscribed and sworn to before me, }
 this 25th day of November, 1878. }

JOHN A. PATTISON,

Notary Public, Kings County.

STOCK AND DEBTS.

Capital stock, as by charter	
Amount of stock subscribed	
Amount paid in, as by last report	
Total amount now paid in of capital stock	
Funded debt, as by last report	
Total amount now of funded debt	
Total amount now of funded and floating debt	
Average rate, per annum, of interest on funded debt	

This road is leased in perpetuity to the Delaware and Hudson Canal Company. The operations will be reported by the latter company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment*	\$450,000 00	

CHARACTERISTICS OF ROAD.

Length of road	
Length of road in this State	
Length of road laid	
Length of road laid in this State	
Length of double track, including sidings	
Weight of rail, per yard, on main track	
Length of main line of road from Schenectady to Quaker Street Junction	

EARNINGS AND CASH RECEIPTS AND PAYMENTS. †

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

THOMAS DICKSON	Schenectady.
COE F. YOUNG	Honesdale.
ROBERT OLYPHANT	New York.
CHARLES W. WENTZ	Albany.
JAMES C. HARTT	New York.
RODMAN G. MOULTON	New York.
GEORGE L. HAIGHT	New York.
GEORGE HART	New York.

COE F. YOUNG

President.

JAMES C. HARTT

Treasurer and Secretary.

* NOTE. — This road cost the company at the time of foreclosure, in 1873, about \$30,000, which was afterward expended.

† NOTE. — See lessee's report of Albany and Susquehanna Railroad, \$30,000 interest on bonds.

communications intended for this company should be addressed, Delaware and Maryland Company, New York city.

Witness my hand and seal this 15th day of November, 1878, and has caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and has caused them to be signed as far as practicable, and believes them to be correct.

(Signed) JAMES C. HARTT, *Secretary and Treasurer.*

(No. 153.)

SCHOHARIE VALLEY.

NEW YORK, }
Schoharie County, } ss.:

JAMES C. HARTT, President, and LUCIAN VROMAN, acting Superintendent of operations of Schoharie Valley Railroad Company, being severally sworn, each for himself, says, that the statements in the annexed report, which has been signed by them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed) JACOB VROMAN,
LUCIAN VROMAN.

and sworn to before me, }
this 15th day of November, 1878. }

JOHN GEBHARD, Jr.,

Notary Public for Schoharie County.

STOCK AND DEBTS.

Capital stock, as by charter	\$100,000 00
Capital stock subscribed	100,000 00
Capital stock paid in, as by last report	100,000 00
Capital stock now paid in of capital stock	100,000 00
Debt, as by last report	34,500 00
Debt now of funded debt	34,500 00
Debt, as by last report	1,000 00
Debt now of floating debt	1,000 00
Debt now of funded and floating debt	35,500 00
Rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By n
For graduation and masonry	\$28,000 26	
For bridges	5,681 20	
Superstructure, including iron.	36,341 75	
Passenger and freight stations, buildings and fixtures	4,693 53	
Engine and car houses, machine shops, machinery and fixtures	1,600 00	
Land, land damages, and fences	11,623 00	
Locomotives and fixtures, and snow plows	10,844 70	
Passenger and baggage cars.....	4,870 00	
Freight and other cars	396 80	
Engineering and agencies	900 00	
Total cost of road and equipment.....	\$102,963 30	

CHARACTERISTICS OF ROAD.

Length of road	50
Length of road in this State	
Length of road laid	
Length of road laid in this State	
Length of double track, including sidings	
Weight of rail, per yard, on main track	50
Number of engine-houses and shops	
Number of engines	
Number of first-class passenger cars	
Number of second-class and emigrant passenger cars	

Length of main line of road from Schoharie to Schoharie Junction...

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES R

Number of miles run by passenger trains	}* }
Number of miles run by freight trains	
Number of miles traveled by passengers, or number of passengers carried one mile	
Number of tons, of 2,000 pounds, of freight carried in cars.	
Total movement of freight, or number of tons carried one mile	
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	
Rate of speed of same when in motion	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	
Average weight, in tons, of freight trains, exclusive of freight	

* Mixed trains.

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest	180
Food	200
Cultural products	2,300
.....	1,000
.....	3,800
.....	2,200
.....	620
.....	<u>10,300</u>

OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

First class through passengers	<u>5 cents.</u>
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EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.	\$1,259 65	\$629 82	\$629 83
Repairs of telegraph	24 55	12 27	12 28
Cost of iron used in repairs.	395 00	197 50	197 50
Repairs of buildings	93 67	46 83	46 84
Repairs of fences and gates.	103 23	51 61	51 62
Taxes on real estate.	424 61	212 30	212 31
Totals.	\$2,300 71	\$1,150 33	\$1,150 38
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$390 88	\$195 44	\$195 44
Repairs of passenger and baggage cars.	10 67	10 67	.....
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.	45 48	22 74	23 74
Totals.	\$447 03	\$228 85	\$218 18

EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Agents and clerks.....	\$420 00	\$210 00	\$210 00
Labor: loading and unloading freight.....	10 00	.....	10 00
Porters, watchmen, and switchtenders.....	148 80	74 40	74 40
Conductors, baggage and brakemen.....	1,380 00	690 00	690 00
Fuel: cost and labor of preparing for use.....	1,392 80	696 15	696 15
Oil and waste for engines and tenders.....	46 20	23 10	23 10
Loss and damage of goods and baggage.....	3 88	1 94	1 94
Contingencies.....	472 40	236 20	236 20
Totals.....	\$3,873 58	\$1,931 79	\$1,941 79

SUBDIVISION OF CONTINGENCIES.

Safe purchased.....	
Land purchased for depot.....	
Insurance.....	
Car hire.....	
Total	

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	tra
Maintaining road-bed, etc.....	\$2,300 71	\$1,150 33	
Repairs of machinery.....	447 03	228 85	
Operating	3,873 58	1,931 79	
Totals.....	\$6,621 32	\$3,310 97	

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	
From freight	
From other sources	
Total	

2d. RECEIPTS.

From passengers	
From freight	
Mail service.....	\$206 30
Telegraph	350 07
Express.....	627 07
Coach earnings.....	301 04

Total

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	
For interest.....	
To payments to surplus fund	

Total

Total amount of surplus fund

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JACOB VROMAN.....	S
DAVID B. VROMAN	S
CHARLES VROMAN.....	S
LUCIAN VROMAN.....	S
CORNELIUS VROMAN.....	S
PETER C. VROMAN.....	S
WILLIAM J. VROMAN.....	S

JACOB VROMAN..... President and Tre

CHARLES VROMAN..... Secretary.

LUCIAN VROMAN..... Superintendent.

communications intended for this company should be addressed, JACOB VROMAN, Schoharie county, N. Y.

designated have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have them as far as practicable, and believe them to be correct.

(Signed) JACOB VROMAN, *President*.
LUCIAN VROMAN, *Superintendent*.

(No. 159.)

SHEEPSHEAD BAY AND CONEY ISLAND.

OF NEW YORK, } ss.:
Kings County, }

MASSEY, President, and CORNELIUS FERGUSON, acting Superintendent of operation of the Sheepshead Bay and Coney Island Railroad Company, being severally sworn for himself deposes and says, that the statements in the annexed report, have been signed by each of them, at the end thereof, are true and correct, to the best of his knowledge, information, and belief.

(Signed) F. S. MASSEY,
CORNELIUS FERGUSON.

and sworn to before me, }
day of December, 1878. }

C. FERGUSON, Jr.,
Notary Public, Kings County.

STOCK AND DEBTS.

Stock, as by charter	\$100,000 00
Stock subscribed	25,800 00
paid in, as by last report	2,580 00
Amount now paid in of capital stock	2,580 00

CHARACTERISTICS OF ROAD.

Road	4 miles.
Road in this State	4 "
Main line of road from Coney Island Point to Sheepshead	4 "

tion of said railroad has, as yet, been constructed by reason of delays, litigation in acquiring right of way.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

FREDERICK S. MASSEY.....	Brook
CHARLES E. MILES.....	Brook
WILLIAM D. MOORE.....	Brook
CHARLES H. WHEELER.....	Brook
WM. H. STILLWELL.....	Brook
RICHARD M. BERRY.....	Brook
CORNELIUS FERGUSON.....	New
ALEX. T. CARPENTER.....	New
A. A. LAKE.....	Fort
GARRET W. VAN CLEAF.....	New
HENRY BEAM.....	Brook
E. A. KOLLMETTER.....	Brook
M. E. FINNEGAN.....	Flat

FREDERICK S. MASSEY.....	President.
WILLIAM D. MOORE.....	Treasurer.
WILLIAM H. STILLWELL.....	Secretary.
CORNELIUS FERGUSON.....	Acting Superintendent.

The undersigned have caused the foregoing statements to be properly examined by proper officers and agents of this company, from the books and records, and believe them to be correct.

(Signed) F. S. MASSEY, *President.*
CORNELIUS FERGUSON, *Acting Superintendent.*

(No. 160.)

SILVER LAKE.

STATE OF NEW YORK, }
Wyoming County, } ss.:

H. N. PAGE, Treasurer, and E. G. MATTHEWS, acting Superintendent of the Silver Lake Railroad Company, being severally sworn, each deposes and says, that the statements in the annexed report, which have been examined by each of them, at the end thereof, are true and correct, according to their knowledge, information, and belief.

(Signed) H. N. PAGE, Treasurer,
E. G. MATTHEWS, Superintendent.

Subscribed and sworn to before me, }
this 29th day of November, 1878. }

WM. D. PAGE,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter.....
Amount of stock subscribed.....
Amount paid in, as by last report.....

RAILROAD REPORT.

515

Amount now paid in of capital stock	120,127 00
Debt, as by last report	15,000 00
Amount now of funded debt	15,000 00
Debt, as by last report	466 76
Amount now of funded and floating debt	15,000 00
Rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Station and masonry	\$33,285 27	\$33,285 27
Structure, including iron	64,231 41	64,853 67
and freight stations, buildings and	1,091 89	1,091 89
and car houses, machine shops, machinery	1,053 68	1,053 68
and fences	8,437 66	8,437 66
and fixtures, and snow plows	18,700 00	18,700 00
and baggage cars	5,855 73	5,855 73
and agencies	4,621 01	4,621 01
Cost of road and equipment	\$137,276 65	\$137,898 91

CHARACTERISTICS OF ROAD.

Length of road	6.50 miles.
Length of road in this State	6.50 "
Length of road laid	6.50 "
Length of road laid in this State	6.50 "
Length of double track, including sidings .....	.75 "
Weight of rail, per yard, on main track	56 pounds.
Number of engine-houses and shops	1
Number of engines	2
Number of first-class passenger cars	1
Number of baggage, mail, and express cars	1
Number of service cars	1

MOVINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Miles run by passenger trains*	10,000
Miles run by freight trains	18,420
Passengers (all classes) carried in cars	92,000
Miles traveled by passengers, or number of passengers one mile	8,121
Tons, of 2,000 pounds, of freight carried in cars	48,726
Amount of freight, or number of tons carried one mile	
Rate of speed adopted by ordinary passenger trains, including (miles per hour)	15
Rate of same when in motion	18
Weight, in tons, of passenger trains, exclusive of passenger baggage	50
Weight, in tons, of freight trains, exclusive of freight	

* Passenger and freight trains run together.

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN T

Of the products of the forest	
Of vegetable food.....	
Other agricultural products.....	
Manufactures.....	
Merchandise.....	
Coal	

Total.....

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECT
PER MILE, AS FOLLOWS:

For first-class through passengers	
For first-class way passengers.....	

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.	\$1,058 63	\$529 31	\$529 32
Taxes on real estate.	198 27	99 14	99 13
Totals.	\$1,256 90	\$628 45	\$628 45
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$87 96	\$43 98	\$43 98

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Labor: loading and unloading freight.....	\$81 77	.....	\$81 77
Conductors, baggage and brakemen.....	732 28	\$366 14	366 14
Engineers and firemen.....	1,240 75	620 37	620 38
Fuel: coal and labor of preparing for use.....	985 42	467 71	467 71
Oil and waste for engines and tenders.....	108 94	54 47	54 47
Contingencies.....	417 03	208 52	208 51
Totals.....	\$3,516 19	\$1,717 21	\$1,798 98
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road bed, etc.....	\$1,256 90	\$628 45	\$628 45
Repairs of machinery.....	87 96	43 98	43 98
Operating.....	3,516 19	1,717 21	1,798 98
Totals.....	\$4,861 05	\$2,389 64	\$2,471 41

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

INGS.	
passengers	\$3,658 21
freight	5,391 40
other sources	293 81
total	<u>\$9,343 42</u>

ers.	
passengers	\$3,658 21
freight	5,391 40
porting mails	293 81
total	<u>\$9,343 42</u>

MENTS OTHER THAN FOR CONSTRUCTION.

transportation expenses	\$4,861 05
interest	831 67
payments to surplus fund.	446 72
ing debt	466 76
ing debt heretofore unadjusted	1,466 85
uction account.	622 26
n treasury	648 11
total	<u>\$9,343 42</u>
total amount of surplus fund	<u>\$3,450 12</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WYCKOFF	Perry, N. Y.
CHAPIN	Perry, N. Y.
PAGE	Perry, N. Y.
E TOMLINSON	Perry, N. Y.
STEDMAN	Perry, N. Y.
WILLIAMS	Perry, N. Y.
TOWN	Perry, N. Y.
OLIN	Perry, N. Y.
READ	Perry, N. Y.
SEYMOUR	Perry, N. Y.
ROGERS	Perry, N. Y.
SIMMONS	Perry, N. Y.
THAWAY	Castile, N. Y.

L. CHAPIN	President.
N. PAGE	Treasurer.
H. STEDMAN	Secretary.
G. MATTHEWS	Superintendent.

ications intended for this company should be addressed, Perry, Wyo-
ty, N. Y.

ersigned have caused the foregoing statements to be prepared by the
cers and agents of this company, from the books and records, and have
them as far as practicable, and believe them to be correct.

(Signed) H. N. PAGE, *Treasurer.*
E. G. MATTHEWS, *Superintendent.*

(No. 161.)

SKANEATELES.

STATE OF NEW YORK, }
Onondaga County, } ss.:

JOEL THAYER, President, and JOHN McNAMARA, acting Superintendents of the Skaneateles Railroad Company, being severally sworn, each deposes and says, that the statements in the annexed report, which has by each of them, at the end thereof, are true and correct, according to the knowledge, information, and belief.

(Signed) JOEL T.
 J. McNA

Subscribed and sworn to before me, }
 this 17th day of December, 1878. }

H. T. WEBB,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter
 Amount of stock subscribed
 Amount paid in, as by last report
 Total amount now paid in of capital stock
 Funded debt, as by last report
 Total amount now of funded debt
 Floating debt, as by last report.
 The amount now of floating debt
 Total amount now of funded and floating debt.
 Average rate, per annum, of interest on funded debt.

COST OF ROAD AND EQUIPMENT.

	By last report.	By
For graduation and masonry	\$19,750 10	
For bridges.....	2,718 20	
Superstructure, including iron.....	54,874 57	
Passenger and freight stations, buildings and fixtures	3,193 59	
Engine and car houses, machine shops, machinery and fixtures.....	3,957 74	
Land, land damages and fences	8,116 64	
Locomotives and fixtures, and snow plows	43,012 85	
Passenger and baggage cars.....	9,344 01	
Freight and other cars.....	899 64	
Engineering and agencies	6,178 93	
Interest	20,960 75	
Contingencies.....	4,001 38	
Total cost of road and equipment	\$177,008 40	

CHARACTERISTICS OF ROAD.

of road	5.00 miles.
of road in this State	5.00 "
of road laid	5.00 "
of road laid in this State	5.00 "
of double track, including sidings .....	.50 "
of branches owned by the company, laid .....	.50 "
of rail, per yard, on main track.	56 pounds.
of engine-houses and shops	1
of engines	2
of first-class passenger cars	1
of baggage, mail, and express cars	1
of freight cars, including coal cars	3
of main line of road from Junction to Skaneateles	5 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

of miles run by passenger trains	12,600
of passengers (all classes) carried in cars	24,644
of miles traveled by passengers, or number of passengers and one mile	98,576
of tons, of 2,000 pounds, of freight carried in cars	16,162
ovement of freight, or number of tons carried one mile	56,567
rate of speed adopted by ordinary passenger trains, includ- ing (miles per hour)	15
speed of same when in motion	20
weight, in tons, of freight trains, exclusive of freight	50

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

products of the forest	1,200
als	60
table food	100
gricultural products	160
ctures	75
andise	3,000
.....	11,442
articles	125
al	16,162

RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

-class through passengers	6 cents.
-class way passengers	6 "

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron,	\$2,907 82	\$1,453 91	\$1,453 91
Cost of iron used in repairs	244 78	122 39	122 39
Repairs of buildings.....	40 03	.....	40 03
Taxes on real estate	899 27	419 63	449 64
Totals	\$4,091 90	\$2,025 93	\$2,065 97
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$230 70	\$115 35	\$115 35
Repairs of passenger and baggage cars.....	130 23	130 22	.....
Totals	\$360 93	\$245 53	\$115 35

RAILROAD REPORT.

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Agents and clerks	\$755 00	\$377 50	\$377 50
Porters, watchmen, and switchtenders	480 00	240 00	240 00
Wood and water station attendance	60 00	30 00	30 00
Conductors, baggage and brakemen	300 00	450 00	450 00
Engine-men and firemen	1,800 00	900 00	900 00
Fuel: cost and labor of preparing for use	1,885 69	942 84	942 85
Oil and waste for engines and tenders	143 48	71 74	71 74
Oil and waste for passenger and baggage cars	100 00	100 00	.....
Loss and damage of goods and baggage	2 00	.....	2 00
General superintendence	1,500 00	750 00	750 00
Contingencies	2,807 94	1,403 97	1,403 97
Totals	\$10,434 11	\$5,266 05	\$5,168 06
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.	\$4,091 90	\$2,025 93	\$2,065 97
Repairs of machinery	360 93	245 58	115 35
Operating	10,434 11	5,266 05	5,168 08
Totals	\$14,886 94	\$7,537 56	\$7,349 38

EARNINGS-AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$6,444 75
From freight.....	8,744 96
From other sources.....	1,750 07
Total.....	\$16,939 78

2d. RECEIPTS.

From passengers.....	\$6,444 75
From freight.....	8,744 96
Express.....	1,750 07
Mail service.....	
Sale of coal.....	
Sundries.....	
Rent, etc.....	
Sale of scrap iron.....	1,750 07
Total.....	
Total.....	\$16,939 78

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$14,886 94
For interest.....	4,000 25
To payments to surplus fund.....	2,163 49
Total.....	\$21,052 68

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOEL THAYER.....	Skaneateles.
HENRY T. WEBB.....	Skaneateles.
JOAB L. CLIFT.....	Skaneateles.
LUCIAN MOSES.....	Skaneateles.
E. B. HOYT.....	Mottville.
H. C. SHERMAN.....	Mottville.
THOMAS MORTON.....	Mottville.
JOEL THAYER.....	President.
JOHN McNAMARA.....	Treasurer and Superintendent.
GEORGE BARROW.....	Secretary.

Communications intended for this company should be addressed, JOHN McNAMARA, Skaneateles, Onondaga county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOEL THAYER, *President.*
J. McNAMARA, *Supl.*

(No. 162.)

SMITHTOWN AND PORT JEFFERSON.

E OF NEW YORK, } ss.:
Suffolk County, }

LAWRENCE SMITH, Secretary, and LYMAN B. SMITH, Treasurer of the Smithtown Port Jefferson Railroad Company, being severally sworn, each for himself and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed)

J. LAWRENCE SMITH,
LYMAN B. SMITH.

Subscribed and sworn to before me, }
16th day of November, 1878. }

WILMOT M. SMITH,
Notary Public, Suffolk County.

STOCK AND DEBTS.

Capital stock, as by charter	\$200,000 00
Amount of stock subscribed	196,350 00
Amount paid in, as by last report	96,227 00
Amount now paid in of capital stock	96,227 00
Unfunded debt, as by last report	600,000 00
Amount now of funded debt	600,000 00
Amount now of funded and floating debt	600,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry	\$154,417 00	\$154,417 00
Bridges	64,800 00	64,800 00
Structure, including iron	295,772 00	295,772 00
Engine and freight stations, buildings and fences	11,714 03	11,714 03
Land damages, and fences	28,569 06	28,569 06
Engineering and agencies	11,348 97	11,348 97
Total cost of road and equipment	\$566,621 06	\$566,621 06

CHARACTERISTICS OF ROAD.

Length of road	19 miles.
Length of road laid	19 "
Length of double track, including sidings	800 feet.
Weight of rail, per yard, on main track	56 pounds.
Number of engine-houses and shops	1
Length of main line of road from Northport to Port Jefferson	19 miles.

This road is leased to the Long Island Railroad Company, and has not been operated by the Smithtown and Port Jefferson Railroad Company.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Probably included in the report of the Long Island Railroad Company is leased to them; we derive no income from it.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JAMES M. BAYLES.....	Port Je
NEHEMIAH HAND.....	East Se
FRANK P. NORTON.....	Stony B
JONAS SMITH.....	Stony B
SAMUEL CARMAN.....	Saint J
LYMAN B. SMITH.....	Smithto
J. LAWRENCE SMITH.....	Smithto
SAMUEL A. SMITH.....	Smithto
GEORGE W. HALLOCK.....	Smithto
JAMES DARLING.....	Smithto
GEORGE S. PHILLIPS.....	Smithto
CHARLES H. HALLOCK.....	St. John
EMMET DARLING.....	Port Je
JAMES M. BAYLES.....	Preside
LYMAN B. SMITH.....	Treasur
J. LAWRENCE SMITH.....	Secretar

Communications intended for this company should be addressed, J. SMITH, Smithtown Branch, Suffolk county, N. Y.

The undersigned have caused the foregoing statements to be prepared by officers and agents of this company, from the books and records, and have them as far as practicable, and believe them to be correct.

(Signed) J. LAWRENCE SMITH, A.
LYMAN B. SMITH, Treas.

(No. 163.)

SOUTHERN CENTRAL.

STATE OF NEW YORK, } ss.:
Cayuga County,

CHAUNCEY L. RICH, Treasurer, and JAMES G. KNAPP, acting Superintendent of the Southern Central Railroad Company, being severally sworn, for himself deposes and says, that the statements in the annexed report have been signed by each of them, at the end thereof, are true and correct, to the best of his knowledge, information, and belief.

(Signed) JAMES G. KNAPP
CHAUNCEY L. RICH

Subscribed and sworn to before me, }
this 26th day of November, 1878. }

HENRY D. TITUS,
Notary Public, Cayuga County, New York.

STOCK AND DEBTS.

Capital stock, as by charter	\$3,000,000 00
Amount of stock subscribed	2,248,200 00
Amount paid in, as by last report	1,790,234 94
Amount now paid in of capital stock,	1,790,234 94
Outstanding debt, as by last report	2,100,000 00
Amount now of funded debt*	2,540,125 00
Outstanding debt, as by last report	461,960 49
Amount now of floating debt	88,414 83
Amount now of funded and floating debt	2,628,539 83
Interest rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and masonry	\$1,072,728 34	\$1,076,557 29
Bridges	135,514 51	135,514 51
Structure, including iron	1,606,759 15	1,606,759 15
Engine and freight stations, buildings and res	46,173 63	46,173 63
Engine and car houses, machine shops, ma- chinery and fixtures	84,936 59	85,995 16
Land and damages, and fences	490,233 85	493,388 80
Locomotives and fixtures, and snow plows	142,393 36	158,582 56
Engine and baggage cars	47,780 18	47,780 18
Freight and other cars	171,509 40	172,419 96
Engineering and agencies	454,660 75	454,660 75
Terminal at Fair Haven	8,878 88	8,878 88
Total cost of road and equipment	\$4,261,568 64	\$4,287,010 67

CHARACTERISTICS OF ROAD.

Length of road	114 miles.
Length of road in this State	114 "
Length of road laid	114 "
Length of road laid in this State	114 "
Length of double track, including sidings	17.25 "
Weight of rail, per yard, on main track	56, 60 & 66 lbs.
Number of engine-houses and shops	5
Number of engines	16
Number of first-class passenger cars	7
Number of second-class and emigrant passenger cars	2
Number of baggage, mail, and express cars	5
Number of freight cars, including coal cars	399
Number of caboose cars	7
Number of tug	1
Length of main line of road from Fair Haven to State Line	114 miles.

Mortgage bonds	\$1,500,000 00
United mortgage bonds, gold	600,000 00
United bonds	\$610,750 00
Amount not yet bearing interest	170,625 00
	440,125 00
	<u>\$2,540,125 00</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES R

Number of miles run by passenger trains	
Number of miles run by freight trains	
Number of passengers (all classes) carried in cars.....	
Number of miles traveled by passengers, or number of passengers carried one mile.....	
Number of tons, of 2,000 pounds, of freight carried in cars.....	
Total movement of freight, or number of tons carried one mile.....	
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour)	
Rate of speed of same when in motion	
Average rate of speed adopted by express trains, including stops ...	
Rate of speed of same when in motion.....	
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	
Average weight, in tons, of freight trains, exclusive of freight	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TON

Of the products of the forest	
Of animals.....	
Of vegetable food.....	
Other agricultural products.....	
Manufactures	
Merchandise	
Coal	
Other articles.....	
Total	

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE
MILE, AS FOLLOWS:

For first-class through passengers.....	
For first-class way passengers.....	
For emigrant through passengers.....	
For emigrant way passengers	

RAILROAD REPORT.

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MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$73,269 00	\$24,424 00	\$48,846 00
Cost of iron used in repairs	19,590 20	6,530 07	13,060 13
Allotted to passenger transportation :			
Length in feet	27,368		
Weight in lbs.....	556,256		
Allotted to freight transportation :			
Length in feet	54,738		
Weight in lbs.....	1,112,512		
Repairs of buildings	880 86	293 62	587 24
Repairs of fences and gates.....	559 25	186 45	372 80
Taxes on real estate	14,100 59	4,700 19	9,400 40
Totals.....	\$108,400 00	\$36,133 33	\$72,226 67
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$20,342 44	\$6,780 81	\$13,561 63
Repairs of passenger and baggage cars	4,937 76	4,937 76	.....
Repairs of freight cars	11,012 98	.....	11,012 98
Totals	\$36,293 18	\$11,718 57	\$24,574 61

EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOCATED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$6,054 04	\$2,018 01	\$4,036 03
Agents and clerks.....	24,040 35	9,232 48	14,817 87
Labor: loading and unloading freight.....	9,531 55	.....	9,531 55
Porters, watchmen, and switchtenders.....	3,474 82	1,158 37	2,316 55
Wood and water station attendance.....	393 65	131 23	262 43
Conductors, baggage and brakemen.....	23,704 97	7,995 26	15,709 71
Engineemen and firemen.....	22,060 91	7,243 24	14,817 67
Fuel: cost and labor of preparing for use.....	37,109 16	12,369 72	24,739 44
Oil and waste for engines and tenders.....	4,692 03	1,564 01	3,128 02
Less and damage of goods and baggage.....	262 07	50 00	202 07
Damage to property, including damages by fire and cattle killed on road.....	163 50	70 00	93 50
General superintendence.....	4,500 00	1,500 00	3,000 00
Contingencies.....	39,386 08	3,639 70	35,746 38
Totals.....	\$175,363 13	\$46,961 91	\$128,401 22

RAILROAD REPORT.

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SUBDIVISION OF CONTINGENCIES.

of rolling stock	\$28,104 50
E. P. Ross	2,262 46
ingent expenses	9,919 12
l.	<u>\$39,386 08</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ing road-bed, etc	\$108,400 00	\$36,133 33	\$72,266 67
of machinery	36,293 18	11,718 57	24,574 61
g	175,363 13	46,961 91	128,401 22
als.	\$320,056 31	\$94,813 81	\$225,242 50

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
in passengers	\$78,850 16
in freight	336,120 12
in other sources	47,936 36
Total	<u>\$462,906 64</u>

RECEIPTS.	
in passengers	\$78,850 16
in freight	336,120 12
ress	\$8,036 14
l.	9,583 20
of cars, telegraph, and miscellaneous	30,317 02
	<u>47,936 36</u>
Total	<u>\$462,906 64</u>

EXPENSES OTHER THAN FOR CONSTRUCTION.

transportation expenses	\$320,056 31
interest	126,102 53
Total	<u>\$446,158 84</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.						
October 1.....	1	.....	.....
October 10.....	1	.....	.....
October 26.....	1
November 12.....	1	.....	.....
November 15.....	1	.....	.....	.....
November 30.....	1	.....	.....
December 1.....	1	.....	.....
December 5.....	1	.....	.....
1878.						
January 26.....	1	.....	.....
January 29.....	1	.....	.....
June 20.....	1	.....
September 23.....	1	.....	.....
Totals.....	1	9	1	1

The following is a statement of the date of each accident, the place where the train, the cause and the extent of the injuries inflicted upon each the name of such person, as follows:

1877.

October 1. William McGuire, brakeman, coupling cars in Auburn caught, badly bruised; recovered.

October 10. Fillmore De Kay, brakeman, coupling cars in Auburn caught and badly injured; recovered.

October 26. A lady, while attempting to cross track at Newark Va before an approaching coal train, was struck by locomotive No. 339, broken below the knee. All signals were given, and lady advised not to cross.

November 12. George Round, brakeman on way freight, coupling cars at junction, had hand caught, and lost one finger.

November 15. Owen Finnegan, brakeman on way freight, jumped while passing Tioga Center, and fell from platform under first car of train, arm and shoulder were crushed; died November 21, 1877.

November 30. H. E. Lee, brakeman on coal train, while train was at Hanford station, fell from coal car, and broke his left arm near the wrist.

December 1. Henry Tuttle, brakeman on coal train, while making up cars in Auburn yard, was slightly squeezed between two cars.

December 5. Frank Austin, brakeman on way freight, while setting switches at Scipio station, had left arm broken by brake accidentally letting off.

1878.

January 28. William McGuire, brakeman, coupling cars in Auburn yard, hand slightly bruised.

January 29. George Rounds, brakeman on way freight, had foot severely injured by being caught between two cars.

20. Express train No. 15 struck and killed an old man named James Wal-
ed 90 years, three-quarters of a mile north of Groton; he was walking on
ar his own house, driving some fowls; was said to be deaf, and did not hear

umber 23. Humphrey Rounds, brakeman on way freight, was thrown from
ryden by defective brake-wheel coming off, and had face injured by strik-
nst another car.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOSE P. ROSS	Auburn, N. Y.
LIAM C. BARBER	Auburn, N. Y.
N. KNAPP	Auburn, N. Y.
RLES N. ROSS	Auburn, N. Y.
G. KNAPP	Auburn, N. Y.
EMIAH W. DWIGHT	Dryden, N. Y.
RLES CADY	Dryden, N. Y.
UNCHY L. RICH	Richford, N. Y.
MAS C. PLATT	Owego, N. Y.
AL W. CLINTON	Newark Valley, N. Y.
TER H. MARSH	Groton, N. Y.
RET A. PACKER	Sayre, Pa.
ES A. TIMPSON	Wilkesbarre, Pa.
ELMORE P. ROSS	President.
CHAUNCEY L. RICH	Treasurer.
JNO. N. KNAPP	Secretary.
E. F. SWART	Engineer.
JAMES G. KNAPP	Superintendent.

Communications intended for this company should be addressed, C. L. RICH,
er, Auburn, Cayuga county, N. Y.

undersigned have caused the foregoing statements to be prepared by the
officers and agents of this company, from the books and records, and have
ed them as far as practicable, and believe them to be correct.

(Signed) JAS. G. KNAPP, *Supt.*
C. L. RICH, *Treasurer.*

(No. 164.)

SOUTHERN HEMPSTEAD BRANCH.

E OF NEW YORK, } ss.:
rk City and County, }

R B. HINSDALE, Secretary of the Southern Hempstead Branch Railroad Com-
ing duly sworn, deposes and says, that the statements in the annexed report,
as been signed by him, at the end thereof, are true and correct, according
est of his knowledge, information, and belief.

(Signed) E. B. HINSDALE.

ed and sworn to before me, }
6th day of January, 1879. }

SETH M. ELDREDGE,

Notary Public (No. 13), New York City and County.

STOCK AND DEBTS.

Capital stock, as by charter.....	
Amount paid in, as by last report.....	
Total amount now paid in of capital stock.....	
Funded debt, as by last report.....	
Total amount now of funded debt.....	
Total amount now of funded and floating debt.....	
Average rate, per annum, of interest on funded debt.....	

COST OF ROAD AND EQUIPMENT.*

CHARACTERISTICS OF ROAD.

Length of road.....	
Length of road in this State.....	
Length of road laid.....	
Length of road laid in this State.....	
Length of main line of road from Valley Stream to Hempstead.....	

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From freight.....	
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This road has been operated as a branch of the Southern Railroad of Long Island under a guaranty by the Southern Railroad Company of Long Island of the interest on its funded debt. The earnings of the road have been the interest on the funded debt, but no part of this interest has been paid, and the company, therefore, had no receipts during the past year.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ADOLPH POPPENHUSEN.....	College Point, L. I.
HERMAN C. POPPENHUSEN.....	North Hempstead, L. I.
ALFRED L. POPPENHUSEN.....	College Point, L. I.
CONRAD POPPENHUSEN.....	College Point, L. I.
ELIZUR B. HINSDALE.....	New York City.
CHARLES A. HOYT.....	Brooklyn, L. I.
HERMAN FUNKE.....	College Point, L. I.
EDWARD E. SPRAGUE.....	Flushing, L. I.
ISAAC D. BARTON.....	New York City.
JAMES C. HADDEN.....	Flushing, L. I.
F. ALBERT BOKER.....	College Point, L. I.
HUGO FUNKE.....	College Point, L. I.
SETH M. ELDRIDGE.....	New York City.

HERMAN C. POPPENHUSEN.....	President, North Hempstead, L. I.
ALFRED L. POPPENHUSEN.....	Treasurer, College Point, L. I.
ELIZUR B. HINSDALE.....	Secretary, New York City.

Communications intended for this company should be addressed, E. I. R. R., Long Island City, Queens county, N. Y.

* This company was organized after a foreclosure of a prior mortgage, and has been showing the items called for under cost of road and equipment.

NOTE.—Report of 1872 states the total cost of road at \$219,500.

State Engineer as

undersigned has caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and has read them as far as practicable, and believes them to be correct.

(Signed) E. B. HINSDALE, *Secretary*.

(No. 165.)

SOUTHERN OF LONG ISLAND.

OF NEW YORK, }
Queens County, } ss.:

AS R. SHARP, Co-Receiver, and S. SPENCER, acting Superintendent of operations of the Long Island Railroad Company, lessee of the Southern Railroad of Long Island, being severally sworn, each for himself deposes and says, that the statements annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOS. R. SHARP,
S. SPENCER.

Subscribed and sworn to before me, }
7th day of January, 1879. }

W. S. TOWNSEND,

Notary Public, No. 96, New York City and County.

Certificate filed in Queens County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$750,000 00
Amount of stock subscribed.....	291,600 00
Amount paid in, as by last report	291,600 00
Amount now paid in of capital stock.....	291,600 00
Amount of debt, as by last report	2,822,850 00
Amount now of funded debt	2,820,850 00
Amount of floating debt, as by last report	410,269 60
Amount now of floating debt.....	369,937 26
Amount now of funded and floating debt.....	3,190,787 26
Rate, per annum, of interest on funded debt	7 per cent.

The road is leased to the Long Island Railroad Company, and all matters touching the operations and maintenance of this road are included in its report. No separate accounts were kept of the operations and maintenance of this road.

COST OF ROAD AND EQUIPMENT.

	By last report.	By
For gradnation and masonry.....	\$2,494,286 71	\$
For bridges, engineering, and agencies.....		
Superstructure, including iron, land, and land damages.....		
Passenger and freight stations, buildings and fixtures.....	474,306 32	
Engine and car houses, machine shops, machinery and fixtures.....		
Locomotives and fixtures, and snow plows....		
Passenger and baggage cars.....		
Freight and other cars.....		
Total cost of road and equipment.....	\$2,968,593 03	\$

CHARACTERISTICS OF ROAD.

Length of road.....	
Length of road in this State.....	
Length of road laid.....	
Length of road laid in this State.....	
Length of double track, including sidings.....	
Length of branches owned by the company, laid.....	
Length of double track laid on same.....	
Weight of rail, per yard, on main track.....	
Number of engine-houses and shops.....	
Number of engines and dummies.....	
Number of first-class passenger cars (rated as 8-wheel cars).....	
Number of second-class and emigrant passenger cars (rated as 8-wheel cars).....	
Number of baggage, mail, and express cars (rated as 8-wheel cars),	
Number of freight cars, including coal cars.....	
Number of service cars.....	
Length of main line of road from Bushwick to Patchogue.....	

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS.

From passengers..	} Rentals.....	
From freight.....		
From other sources }		

2D. RECEIPTS.

Rentals.....	\$38,120 96
Cash refunded from bank.....	1 50

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest.....	
Sundries.....	
Total.....	

The balance of earnings—\$70,501.79—is held by the Receiver of the Long Island Company in settlement of a balance of \$30,836.07, due the Long Island Railroad Company, October 30, 1877, and for the payment of interest on first mortgage bonds.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ALFRED POPPETHUSSEN	College Point, L. I.
ERHARD FUNKER	College Point, L. I.
FRANK B. SUTTON	New York City.
WILLIAM NICOLL	Islip, L. I.
EDWARD B. HINSDALE	Garden City, L. I.
STEPHEN T. ARNOT	Elmira, N. Y.
JOSEPH J. O'DONOHUE	New York City.
EDWARD E. SPRAGUE	Flushing, L. I.
JOHN MEYER	New York City.
WILLIAM M. CUMMING	New York City.
JOHN A. JONES	New York City.
JOHN B. PARSONS	Flushing, L. I.
FREDERICK D. TAPPEN	New York City.
FREDERICK D. TAPPEN	President.
J. CARLSEN	Treasurer.
E. B. HINSDALE	Secretary.

Communications intended for this company should be addressed, E. B. HINSDALE, New York City, Long Island City, Queens county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) THOS. R. SHARP, *Co-Receiver.*
S. SPENCER, *Gen. Supt.*

(No. 166.)

SOUTHFIELD BRANCH

OF NEW YORK, }
in New York County, } ss.:

HUMPHREY, Treasurer, and J. C. MISSIMER, acting Superintendent of operations of the Southfield Branch Railroad Company, being severally sworn, each for the purpose of deposing and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) A. W. HUMPHREY,
J. C. MISSIMER.

Subscribed and sworn to before me, }
on the 10th day of November, 1878. }

THEODORE HINSDALE.

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	
Amount of stock subscribed	
Amount paid in, as by last report.....	
Total amount now paid in of capital stock	

COST OF ROAD AND EQUIPMENT.

	By last report.	By
For graduation and masonry.....		
For bridges.....		
Superstructure, including iron.....	\$16,240 45	
Land, land damages, and fences	1,146 10	
Engineering and agencies.....	397 62	
Total cost of road and equipment	\$17,784 17	

CHARACTERISTICS OF ROAD.

Length of road.....	
Length of road in this State.....	
Length of road laid.....	
Length of road laid in this State	
Weight of rail per yard, on main track	
Number of engine houses and shops.....	
Number of engines.....	
Length of main line of road from Southfield to Southfield Furnace ..	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES

Number of miles run by freight trains.....	
Number of tons, of 2,000 pounds, of freight carried in cars	
Total movement of freight, or number of tons carried one mile	
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion	
Average weight in tons, of freight trains, exclusive of freight.	
No passenger trains are run.	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest.....	
Manufactures	
Total.....	

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE COMPANY

Repairs of road-bed and railway, excepting cost of iron.....	
Taxes on real estate	
Total	

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	
-------------------------------------	--

EXPENSES OF OPERATING THE ROAD.

expenses, stationery, etc	}	\$537 18
s and clerks		
: loading and unloading freight		
s, watchmen, and switchtenders		
and water station attendance		
ctors, baggage and brakemen	}	625 37
emen and firemen		
ost and labor of preparing for use	}	99 22
d waste for engines and tenders		
d waste for freight cars	}	
Total		\$1,261 77

RECAPITULATION OF TRANSPORTATION EXPENSES.

aining road-bed, etc	\$243 50
rs of machinery	124 85
ting	1,261 77
Total	\$1,630 12

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
from freight	\$2,354 16
PAYMENTS OTHER THAN FOR CONSTRUCTION.	
or transportation expenses	\$1,630 12
p payments to surplus fund	724 04
Total	\$2,354 16

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

B. MOOREHEAD	Philadelphia, Pa.
nos. A. SCOTT	Philadelphia, Pa.
E. D. BARCLAY	Philadelphia, Pa.
ETER TOWNSEND	New York.
B. GRANT	New York.
. W. HUMPHREY	New York.
. C. MISSIMER	Sloatsburg, N. Y.

J. B. MOOREHEAD	President.
A. W. HUMPHREY	Treasurer and Secretary.
J. C. MISSIMER	Engineer and Superintendent.

Communications intended for this company should be addressed, A. W. HUMPHREY,
2 Pine street, New York city.

The undersigned have caused the foregoing statements to be prepared by the
er officers and agents of this company, from the books and records, and have
ined them as far as practicable, and believe them to be correct.

(Signed) A. W. HUMPHREY, *Treasurer.*
J. C. MISSIMER, *Superintendent.*

(No. 167.)

SPRINGVILLE AND SARDINIA.

STATE OF NEW YORK, }
Erie County, } ss.:

BERTRAND CHAFEE, being duly sworn deposes and says, that he is the the Springville and Sardinia Railroad Company, and that the stated annexed report, which has been signed by him, at the end thereof, is correct, according to the best of his knowledge, information, and belief.

(Signed) B.

Subscribed and sworn to before me, }
 this 14th day of December, 1878. }

C. C. SEVERANCE,

Notary Public, Erie County.

STOCK AND DEBTS.

Capital stock
 Amount of stock subscribed
 Amount paid in of stock

This road is under contract, and the work of construction is being pushed as possible. It is expected the road will be in operation on or before January 1st. A portion of the road is graded, but not sufficiently completed to enable me to make a more definite report.

CHARACTERISTICS OF ROAD.

Length of road from Springville to Sardinia Junction, all in the county of Erie and State of New York.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

BERTRAND CHAFEE.....	Springville
C. J. SHUTTLEWORTH.....	Springville
A. L. VAUGHAN.....	Springville
J. D. YEOMANS.....	Springville
W. G. RANSOM.....	Springville
S. R. SMITH.....	Springville
H. G. LELAND.....	Springville
D. W. BENSLEY.....	Springville
JAMES HOPKINS.....	Sardinia,
CHARLES LONG.....	Sardinia,
R. SIMONS.....	Sardinia,
N. S. HOSMER.....	Sardinia,
GANSEVOET WOOD.....	Sardinia,

BERTRAND CHAFEE..... President.

L. M. CUMMINGS..... Treasurer and Secretary.

Communications intended for this company should be addressed, Springville, Erie County, N. Y.

undersigned has caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and has verified them as far as practicable, and believes them to be correct.

(Signed)

B. CHAFEE, *President*.

(No. 168.)

SPUYTEN DUYVIL AND PORT MORRIS.

E OF NEW YORK, }
New York County, } ss.:

AMELIUS VANDERBILT, Treasurer of the Spuyten Duyvil and Port Morris Railroad Company, being sworn, deposes and says, that the statements in the annexed report, have been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

C. VANDERBILT.

Subscribed and sworn to before me, }
20th day of November, 1878. }

W. J. VAN ARSDALE,

Notary Public, New York County (No. 71).

STOCK AND DEBTS.

Capital stock, as by charter.....	\$500,000 00
Amount of stock subscribed.....	989,000 00
Amount paid in, as by last report.....	989,000 00
Amount now paid in of capital stock.....	989,000 00

The road has no equipment. It has been operated since its completion by the New York Central and Hudson River Railroad Company, to which company it was leased on the 1st day of November, 1871. That company will include in their annual report the operations of this road.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry	\$433,461 31	\$433,461 31
Bridges	84,037 31	84,037 31
Structure, including iron	161,213 41	161,213 41
Passenger and freight stations, buildings and fences	8,459 29	8,459 29
Land damages, and fences	228,369 76	228,369 76
Engineering and agencies	73,458 92	73,458 92
Total cost of road and equipment.....	\$989,000 00	\$989,000 00

CHARACTERISTICS OF ROAD.

Length of road, about.....
 Length of road in this State.....
 Length of road laid.....
 Length of road laid in this State.....
 Length of double track, including sidings.....

Weight of rail, per yard, on main track.....

Length of main line of road from Spuyten Duyvil to Port Morris,
 about.....

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM H. VANDERBILT.....	New Yo
CORNELIUS VANDERBILT.....	New Yo
FREDERICK W. VANDERBILT.....	New Yo
WILLIAM K. VANDERBILT.....	New Yo
WILLIAM C. WETMORE.....	New Yo
AUGUSTUS SCHELL.....	New Yo
ABRAHAM B. BAYLISS.....	New Yo
JOHN B. DUTCHER.....	Pawling
ROBERT J. NIVEN.....	New Yo
JOSEPH HARKER.....	New Yo
CHAUNCEY M. DEPEW.....	New Yo
WILLIAM H. LEONARD.....	New Yo
SAMUEL F. BARGER.....	

WILLIAM H. VANDERBILT.....	Vice-Pres
CORNELIUS VANDERBILT.....	Treasure
ROBERT J. NIVEN.....	Secretary

Communications intended for this company should be addressed, Gr
 Depot, New York city.

The undersigned has caused the foregoing statements to be prep
 proper officers and agents of this company, from the books and pap
 examined them as far as practicable, and believes them to be correct.

(Signed) C. VANDERBILT,

(No 169.)

STATEN ISLAND.

STATE OF NEW YORK, }
 County, } ss.:

JACOB H. VANDERBILT, President, and JOHN W. WILBUR, acting Super
 operations of the Staten Island Railway Company, being severally sw
 himself deposes and says, that the statements in the annexed report, wh

by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

J. H. VANDERBILT,

J. W. WILBUR.

Subscribed and sworn to by J. H. Vanderbilt, }
before me, this 3d day of December, 1878. }

JAMES McNAMER,

Notary Public, Richmond County, N. Y.

Subscribed and sworn to by J. W. Wilbur, }
before me, December 4, 1878. }

JAMES McNAMER,

Notary Public, Richmond Co. (certificate filed in New York county).

STOCK AND DEBTS.

Capital stock, as by charter	\$900,000 00
Amount of stock subscribed	210,000 00
Amount paid in as by last report	210,000 00
Amount now paid in of capital stock	210,000 00
Funded debt, as by last report	300,000 00
Amount now of funded debt	300,000 00
Floating debt, as by last report	5,300 00
Amount now of floating debt	5,300 00
Amount now of funded and floating debt	305,300 00
Interest rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.*

	By last report.	By present report.
Cost of road and equipment	\$480,000 00	\$480,000 00

CHARACTERISTICS OF ROAD.

Length of road	13.00 miles.
Length of road in this State	13.00 "
Length of road laid	13.00 "
Length of road laid in this State	13.00 "
Length of double track, including sidings	0.33 "
Weight of rail, per yard, on main track	56 pounds.
Number of engine-houses and shops	2
Number of engines	4
Number of first-class passenger cars	9
Number of freight cars, including coal cars	7
Length of main line of road from Tottenville to Vanderbilt Land- ing	13

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	71,230
Number of passengers all (classes) carried in cars	339,678
Number of miles traveled by passengers, or number of passengers traveled one mile	2,717,424
Maximum rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour)	20
Maximum rate of speed of same when in motion	25

The road and its equipment, and the connecting ferry and its appurtenances, were pur-
chased in bulk by this company from George Law, Esq., for the sum of \$480,000.

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECT
PER MILE, AS FOLLOWS:

For first-class through passengers
For first-class way passengers

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CO.

Repairs of road-bed and railway, excepting cost of iron
Repairs of buildings
Repairs of fences and gates
Taxes on real estate.....

Total

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.
Repairs of passenger and baggage cars.....
Repairs of tools and machinery in shops

Total

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....
Porters, watchmen, and switchtenders
Conductors, baggage and brakemen
Enginemen and firemen.....
Fuel: cost and labor of preparing for use
Oil and waste for engines and tenders
Damage to property, including damages by fire and cattle killed on
road
Contingencies

Total

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....
Repairs of machinery.....
Operating.....

Total

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers
From freight.....
From other sources.....

Total

2d. RECEIPTS.

From passengers
From freight.....
Ferry, rents, mails, etc.....

Total

EXPENSES OTHER THAN FOR CONSTRUCTION.

For road and ferry expenses, and property	\$205,777 25
For interest	23,092 74
For payments to surplus fund	24,141 17
Total	<u>\$253,011 16</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOSEPH H. VANDERBILT	Staten Island.
JOHN W. MESEREAU	Staten Island.
H. MEYER	Staten Island.
KREISCHER	Staten Island.
CHARLES A. CANAVELLO	Staten Island.
JAMES McNAMEE	Staten Island.
THOMAS MARSH	Staten Island.
TOWNSEND	Staten Island.
JAMES J. WINANT	Staten Island.
JOSEPH BRITTON	New York.
WILLIAM KING	Perth Amboy, N. J.
JOHN W. STITT	Franklin, N. J.
GEORGE P. OCHERSHAUSEN	New York.

J. H. VANDERBILT	President.
JOHN W. MESEREAU	Treasurer.
JOHN I. STEPHENS	Secretary.
J. W. WILBUR	Superintendent.

Communications intended for this company should be addressed, Staten Island Ferry office, foot Whitehall street, New York city.

The undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have read them as far as practicable, and believe them to be correct.

(Signed) J. H. VANDERBILT, *President.*
J. W. WILBUR, *Superintendent.*

(No. 170.)

STERLING MOUNTAIN.

CITY OF NEW YORK, }
New York County, } ss.:

A. HUMPHREY, Treasurer, and J. C. MISSIMER, acting Superintendent of operations of the Sterling Mountain Railway Company, being severally sworn, each for himself, depose and says, that the statements in the annexed report, which has been filed by each of them, at the end thereof, are true and correct, according to his knowledge, information, and belief.

(Signed) A. W. HUMPHREY,
J. C. MISSIMER.

Subscribed and sworn to before me, }
10th day of November, 1878. }

THEODORE HINSDALE, *Notary Public.*

STOCK AND DEBTS.

Capital stock, as by charter	
Amount of stock subscribed	
Amount paid in, as by last report	
Total amount now paid in of capital stock	
Funded debt, as by last report	
Total amount now of funded debt	
Total amount now of funded and floating debt	
Average rate, per annum, of interest on funded debt	

COST OF ROAD AND EQUIPMENT.

	By last report.	By
For graduation and masonry	\$282,933 00	
For bridges and fences		
Superstructure, including iron		
Passenger and freight stations, buildings and fixtures	10,201 25	
Engine and car houses, machine shops, machinery and fixtures		
Land and land damages		
Locomotives and fixtures, and snow plows	47,700 00	
Passenger and baggage cars	142,255 79	
Freight and other cars		
Engineering and agencies		
Total cost of road and equipment	\$500,857 02	

CHARACTERISTICS OF ROAD.

Length of road	
Length of road in this State	
Length of road laid	
Length of road laid in this State	
Length of double track, including sidings	
Weight of rail, per yard, on main track	
Number of engine-houses and shops	
Number of engines	
Number of second-class and emigrant passenger cars	
Number of freight cars, including coal cars	
Length of main line of road from Sterling Junction to Lakeville	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES

Number of miles run by passenger trains	}	*
Number of miles run by freight trains		
Number of passengers (all classes) carried in cars		
Number of miles traveled by passengers, or number of passengers carried one mile		
Number of tons, of 2,000 pounds, of freight carried in cars		
Total movement of freight, or number of tons carried one mile		

* No passenger trains are run separate from freight.

average rate of speed adopted by express trains, including stops...	8
of speed of same when in motion.....	10
average weight, in tons, of passenger trains, exclusive of passen- s and baggage	89 1-10
average weight, in tons, of freight trains, exclusive of freight	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

products of the forest.....	40,310
manufactures	4,155
merchandise.....	305
Total	44,770

RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

first-class through passengers.....	3 cents.
first-class way passengers.....	3 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

cost of road-bed and railway, excepting cost of iron	\$5,166 14
of iron used in repairs.....	1,060 16
cost of buildings.....	356 23
on real estate	377 46
Total.....	\$6,959 99

EXPENSES OF REPAIRS OF MACHINERY.

cost of engines and tenders.....	\$662 20
of freight cars.....	4,469 49
Total.....	\$5,131 69

EXPENSES OF OPERATING THE ROAD.

operating expenses, stationery, etc.....	\$2,469 00
conductors and clerks	
for loading and unloading freight	
conductors, watchmen, and switchtenders	
and water station attendance	
conductors, baggage and brakemen	1,261 70
conductors and firemen	
cost and labor of preparing for use	383 33
oil and waste for engines and tenders.....	1,597 48
oil and waste for freight cars.....	
general superintendence	
Total.....	\$5,711 51

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$6,959 99
Repairs of machinery.....	5,131 69
Operating.....	5,711 51
Total.....	\$17,803 19

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	
From freight.....	
From other sources.....	
Total	

2d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	
For interest.....	
To payments to surplus fund	
Total.....	

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

J. B. MOORHEAD	Philadelp
T. A. SCOTT.....	Philadelp
R. D. BARCLAY.....	Philadelp
PETER TOWNSEND.....	New York
D. B. GRANT.....	New York
A. W. HUMPHREYS	New York
J. C. MISSIMER.....	Sloatsburg

J. B. MOORHEAD..... President.

A. W. HUMPHREYS..... Treasurer and Secretary

J. C. MISSIMER..... Engineer and Superintendent

Communications intended for this company should be addressed, A. W. HUMPHREYS,
No. 42 Pine street, New York city.

The undersigned have caused the foregoing statements to be prepared by the
proper officers and agents of this company, from the books and records, and have
examined them as far as practicable, and believe them to be correct.

(Signed) A. W. HUMPHREYS,
J. C. MISSIMER, *Superintendent*

(No. 171.)

SUSPENSION BRIDGE AND ERIE JUNCTION.

LESSOR.

OF NEW YORK, }
 of New York County. } ss.:

CHARLES G. BARBER, Treasurer of the Suspension Bridge and Erie Junction Railway Company, being sworn, deposes and says, that the statements in the annexed which has been signed by him, at the end thereof, are true and correct, to the best of his knowledge, information, and belief.

(Signed) C. G. BARBER.

Subscribed and sworn to before me, }
 5th day of November, 1878. }

HARSEN H. SMITH,
 Notary Public, New York County.

STOCK AND DEBTS.

Stock, as by charter	\$1,000,000 00
Amount of stock subscribed	500,000 00
Amount paid in, as by last report	500,000 00
Amount now paid in of capital stock	500,000 00
Debt, as by last report	1,000,000 00
Amount now of funded debt	1,000,000 00
Amount now of funded and floating debt	1,000,000 00
Rate, per annum, of interest on funded debt	7 per cent.

With regard to the total amount paid in of capital stock, it may be stated that a resolution of the board of directors of this company, dated June 7, 1870, was approved between M. Smith and this company, by which the former agreed to build the railway of the company complete for \$1,000,000 of its mortgage and the \$500,000 of its stock stated to have been subscribed in the above amount of stock subscribed.

The road was leased to the Erie Railway Company, July 13, 1870, during its co-existence, at a rental equal to thirty per centum of its gross earnings, not to exceed \$105,000 per annum.

The New York, Lake Erie and Western Railroad Company subsequently acquired the road, and since June 1, 1878, has operated this road under the said lease.

CHARACTERISTICS OF ROAD.

Length of road	23.277 miles.
Length of road in this State	23.277 "
Length of road laid	23.277 "
Length of road laid in this State	23.277 "
Length of double track, including sidings and third rail	50.195 "
Weight of rail, per yard, on main track	62 pounds.
Length of main line of road from Junction with the New York, Lake Erie and Western Railway at East Buffalo to Suspension Bridge	23.277 miles.

This road being under lease and operated as aforesaid, for a part of the operations thereof, the expenditures connected therewith, and occurring thereon, reference must be had to the report, embracing the year made by the receiver of Erie Railway Company, and by the New Erie and Western Railroad Company.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

HUGH J. JEWETT	New York
GEORGE R. BLANCHARD	New York
JOHN A. HARDENBERG	New York
JOHN N. ABBOTT	New York
SOLOMON S. GUTHRIE	Buffalo
AUGUSTUS R. MACDONOUGH	New York
BIRD W. SPENCER	Passaic
RICHARD G. TAYLOR	Buffalo
CHARLES G. BARBER	New York
OLIVER W. COOKE	New York
EDSON D. HAMMOND	New York
JOHN N. OUTWATER	New York
ROYAL C. VILAS	New York

HUGH J. JEWETT	President, New York City.
CHARLES G. BARBER	Treasurer, New York City.
AUGUSTUS R. McDONOUGH	Secretary, New York City.

Communications intended for this company should be addressed, McDONOUGH, 187 West street, or P. O. box 839, New York city.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) C. G. BARBER,

(No. 172.)

SYRACUSE, BINGHAMTON AND NEW YORK.

STATE OF NEW YORK, }
County, } ss.:

SAMUEL SLOAN, President, and WILLIAM K. NIVER, acting Superintendents of the Syracuse, Binghamton and New York Railroad Company, being sworn, each for himself deposes and says, that the statements in the annual

has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

SAM. SLOAN,

W. K. NIVER.

Subscribed and sworn to before me,
by W. K. Niver, this 13th day of
November, 1878.

ROBERT H. ABBOTT,

Notary Public, Onondaga County.

Subscribed and sworn to before me,
by Samuel Sloan, this 21st day
of November, 1878.

LUDWIG R. MILLER,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$2,004,000 00
Amount of stock subscribed.....	2,004,000 00
Amount paid in, as by last report.....	2,004,000 00
Amount now paid in of capital stock.....	2,004,000 00
Funded debt, as by last report.....	2,119,525 00
Amount now of funded debt.....	2,119,525 00
Floating debt, as by last report.....	147,237 12
Amount now of floating debt*.....	140,262 13
Amount now of funded and floating debt.....	2,259,887 13
Interest rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry.....	\$554,280 81	\$554,280 81
Bridges.....	32,587 77	32,587 77
Structure, including iron.....	108,414 60	108,414 60
Passenger and freight stations, buildings and fences.....	34,641 69	34,641 69
Engine and car houses, machine shops, ma- chinery and fixtures.....	122,600 24	122,600 24
Land damages, and fences.....	55,241 19	55,241 19
Motives and fixtures, and snow plows.....	58,275 67	58,275 67
Passenger and baggage cars.....	31,091 70	31,091 70
Freight and other cars.....	237,974 21	237,974 21
Telegraphing and agencies.....	2,694 43	2,694 43
Amount paid for road in 1856.....	2,667,243 35	2,667,243 35
of Union railroad in 1858.....	133,983 77	133,983 77
Total cost of road and equipment.....	\$4,039,029 43	\$4,039,029 43

*The amount represents interest, supply vouchers and pay-rolls, as due on and after October 1st which company have on hand cash and accounts receivable amounting to \$310,189.71.

CHARACTERISTICS OF ROAD.

Length of road	
Length of road in this State.....	
Length of road laid	
Length of road laid in this State.....	
Length of double track, including sidings	
Weight of rail, per yard, on main track.....	
Number of engine-houses and shops.....	
Number of engines.....	
Number of first-class passenger cars	
Number of second-class and emigrant passenger cars.....	
Number of baggage, mail, and express cars.....	
Number of freight cars, including coal cars	
Length of main line of road from Geddes to Binghamton.....	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES R

Number of miles run by passenger trains	
Number of miles run by freight trains.....	
Number of passengers (all classes) carried in cars	
Number of miles traveled by passengers, or number of passengers carried one mile	
Number of tons, of 2,000 pounds, of freight carried in cars.....	
Total movement of freight, or number of tons carried one mile.....	
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour).....	
Rate of speed of same when in motion.....	
Average rate of speed adopted by express trains, including stops..	
Rate of speed of same when in motion	
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	
Average weight, in tons, of freight trains, exclusive of freight.....	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TON

Of the products of the forest	
Of animals.....	
Of vegetable food.....	
Other agricultural products	
Manufactures	
Merchandise	
Coal.....	
Other articles	
Total	

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE
MILE, AS FOLLOWS:

For first-class through passengers.....	
For first-class way passengers.....	
For emigrant through passengers.....	
For emigrant way passengers	

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$71,783 88	\$17,045 97	\$53,837 91
Repairs of bridges	9,867 81	2,376 30	7,491 51
Repairs of telegraph	3 74	1 25	3 49
Cost of iron used in repairs.....	20,500 00	5,125 00	15,375 00
Alotted to passenger transportation:			
Length in feet			10,585 }
Weight in pounds			241,920 }
Alotted to freight transportation:			
Length in feet.....			31,786 }
Weight in pounds.....			725,700 }
Repairs of buildings	10,491 42	9,443 50	1,047 92
Repairs of fences and gates	636 63	318 31	318 32
Taxes on real estate.....	25,732 85	6,483 21	19,249 64
Totals	\$139,016 33	\$41,693 54	\$97,322 79
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$32,787 82	\$7,109 69	\$25,678 13
Repairs of passenger and baggage cars	8,943 72	8,943 72	.....
Repairs of freight cars	42,094 99	.....	42,094 99
Repairs of tools and machinery in shops	2,393 60	598 40	1,795 20
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	3,031 78	1,700 00	1,331 78
Totals	\$89,251 91	\$18,411 81	\$70,840 10

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	\$1,923 91	\$961 90	\$962 01
Agents and clerks	21,891 09	10,650 54	10,650 55
Labor: loading and unloading freight	12,108 05	.....	12,108 05
Porters, watchmen, and switchtenders	7,779 08	3,889 54	3,889 54
Wood and water station attendance	3,206 04	1,603 02	1,603 02
Conductors, baggage and brakemen	15,177 19	6,995 65	8,181 54
Engineers and firemen	16,861 37	5,065 60	11,795 77
Fuel: cost and labor of preparing for use	44,289 94	22,119 97	22,119 97
Oil and waste for engines and tenders	3,091 02	1,422 97	1,668 05
Oil and waste for freight cars	741 21	.....	741 21
Oil and waste for passenger and baggage cars	706 85	706 85	.....
Loss and damage of goods and baggage	420 49	210 24	210 25
Damage for injuries of persons	6,755 79	6,700 00	55 79
Damage to property, including damages by fire and cattle killed on road	65 00	.....	65 00
General superintendence	3,749 94	937 48	2,812 46
Contingencies	47,548 23	6,694 57	40,853 66
Totals	\$185,675 20	\$87,958 83	\$117,716 87

RAILROAD REPORT.

555

SUBDIVISION OF CONTINGENCIES.

cars	\$22,325 04
ices of general office, New York	17,024 14
ual expenses at New York	4,962 53
expenses	1,640 57
ence	858 15
ies	737 80
Total	\$47,548 23

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
aining road-bed, etc.	\$139,016 33	\$41,693 54	\$97,322 79
ing of machinery	89,251 91	18,411 81	70,840 10
ing	185,675 20	67,953 33	117,716 87
Totals	*\$413,943 44	\$128,053 68	\$285,879 76

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
from passengers	\$122,226 37
from freight	419,467 99
from other sources	51,347 36
Total	\$593,041 72

RECEIPTS.	
from passengers	\$122,226 37
from freight	419,467 99
express	\$24,000 00
mail	6,683 40
use of cars	18,193 09
rents	2,294 84
storage	83 18
telegraph	92 85
	51,347 36
Total	\$593,041 72

PAYMENTS OTHER THAN FOR CONSTRUCTION.

for transportation expenses	\$413,943 44
for interest	141,400 00
for payments to surplus fund	37,698 28
Total	\$593,041 72
Total amount of surplus fund	\$98,510 36

Includes the following extraordinary expenses:

steel rails, cost	\$30,500 00
freight cars, cost	21,250 00
on account, new depot at Syracuse	5,050 00
bridges, Onondaga creek	4,500 83
other expenses	10,150 30

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.						
November 6.....	1	....	....
November 28.....	3
December 26.....	1	....
1878.						
March 1.....	1	....	....
May 31.....	1	....
June 11.....	1	....	....	....
August 8.....	1	....	....
September 24.....	1
Total.....	1	3	2	4

The following is a statement of the date of each accident, the place where the train, the cause and the extent of the injuries inflicted upon each person, the name of such person, as follows :

1877.

November 6. Philip Heinrich, night watchman in Syracuse yard, was killed by coal train and lost his leg.

November 28. Henry, John, and Porter Cool were attempting to cross at Warren street crossing, in Homer, in front of train No. 4, when they were struck by the engine, but not seriously injured.

December 26. Ellen Gettings walked on the track, between Syracuse and Binghamton, towards approaching train and within a few rods of the engine when she fell down on the rails, was run over and instantly killed.

1878.

March 1. Cornelius Sullivan, brakeman on freight train, crushed his leg between coupling cars at Cortland.

May 31. Andrew Hirst, an old man, picking coal in Syracuse yard, was killed and killed.

June 11. William Bogan, trackman at Apulia, lying on the track, drunk, was run over and killed.

August 9. Frank Trulove, trackman, attempting to get on coal train near Apulia, and falling, had his foot crushed ; leg amputated.

September 24. Eddie Van Pelt, a boy about seven years old, had his head falling under car of coal train passing Montgomery street crossing in Syracuse.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

SAMUEL SLOAN	New York City.
MOSES TAYLOR	New York City.
WILLIAM E. DODGE	New York City.
PERCY R. PYNE	New York City.
GEORGE BULKLEY	Southport, Conn.
GEORGE BLISS	New York City.
W. A. MERDOCK	New York City.
JOHN BRISBIN	New York City.
T. B. FITCH	Syracuse.
E. F. HOLDEN	Syracuse.
F. H. GIBBONS	New York City.
FRED. F. CHAMBERS	New York City.
BENJAMIN G. CLARKE	New York City.

SAMUEL SLOAN	President, New York City.
F. H. GIBBONS	Treasurer, New York City.
FRED. F. CHAMBERS	Secretary, New York City.
W. K. NIVER	Superintendent, Syracuse.

Communications intended for this company should be addressed, SAMUEL SLOAN,
No. 26 Exchange Place, New York city.

The undersigned have caused the foregoing statements to be prepared by the
proper officers and agents of this company, from the books and records, and have
examined them as far as practicable, and believe them to be correct.

(Signed)

SAM. SLOAN, *President.*W. K. NIVER, *Supt.*

(No. 173.)

SYRACUSE, CHENANGO AND NEW YORK

STATE OF NEW YORK, }
Onondaga County, } ss.:

JAMES J. BELDEN, President, and A. CADWELL BELDEN, acting Manager of operations of the Syracuse, Chenango and New York Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

J. J. BELDEN,

A. C. BELDEN.

Subscribed and sworn to before me, }
this 13th day of November, 1878. }

F. B. CHAPMAN,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	
Amount of stock subscribed.....	
Amount paid in, as by last report.....	
Total amount now paid in of capital stock	
Funded debt, as by last report	
Total amount now of funded debt	
Total amount now of funded and floating debt.....	
Average rate, per annum, of interest on funded debt.....	

COST OF ROAD AND EQUIPMENT.

	By last report.	By
For graduation and macerary	\$788 14	
For bridges	63 50	
Passenger and freight stations, buildings and fixtures		
Engine and car houses, machine shops, machinery and fixtures.....		
Land, land damages, and fences	118 35	
Locomotives and fixtures, and snow plows		
Freight and other cars		
Engineering and agencies.....	50 00	
Telegraph line.....	639 15	
Syracuse and Chenango Railroad bought in on foreclosure of mortgage.....	1,062,800 00	
Total cost of road and equipment.....	\$1,064,459 14	

CHARACTERISTICS OF ROAD.

Length of road.....	
Length of road in this State.....	
Length of road laid	
Length of road laid in this State	
Length of double track, including sidings.....	

Weight of rail, per yard, on main track.....

Number of engine-houses and shops.....	
Number of engines.....	
Number of first-class passenger cars.....	
Number of baggage, mail, and express cars.....	
Number of freight cars, including coal cars	

Length of main line of road from Syracuse to Earlville.....

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES

Number of miles run by passenger trains	}
Number of miles run by freight trains	
Number of passengers (all classes) carried in cars	
Number of miles traveled by passengers, or number of passengers carried one mile.....	

Number of tons of 2,000 pounds, of freight carried in cars.....	
Total movement of freight, or number of tons carried one mile.....	

Rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	25
Rate of speed of same when in motion	30
Rate of speed adopted by express trains, including stops	25
Rate of speed of same when in motion	30
Weight, in tons, of passenger trains, exclusive of passengers and baggage	40
Weight, in tons, of freight trains, exclusive of freight	85

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest	10,215
Minerals	1,637
Edible food	3,032
Agricultural products	565
Machinery	2,671
Merchandise	3,199
Other articles	22,833
Total	44,152

RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

First-class through passengers	3 cents.
First-class way passengers	3 "

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.....	\$17,010 60	\$8,609 10	\$8,401 50
Cost of iron used in repairs.....	5,582 57	2,891 28	2,691 29
Repairs of buildings.....	635 89	268 40	267 49
Repairs of fences and gates.....	922 95	469 10	453 85
Taxes on real estate.....	3,298 74	1,660 37	1,638 37
Totals.....	\$27,350 75	\$13,898 25	\$13,452 50
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$7,574 03	\$3,947 20	\$3,627 43
Repairs of passenger and baggage cars.....	1,939 62	1,939 62	.....
Repairs of freight cars.....	2,065 90	.....	2,065 90
Repairs of tools and machinery in shops.....	204 55	104 55	100 00
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	257 19	148 10	109 09
Totals.....	\$12,041 89	\$6,139 47	\$5,902 42

RAILROAD REPORT.

561

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$1,560 48	\$791 20	\$759 28
Agents and clerks.	4,831 88	2,415 94	2,415 94
Labor: loading and unloading freight	311 00	.....	311 00
Porters, watchmen, and switchtenders.	1,267 05	636 85	630 20
Conductors, baggage and brakemen	3,812 18	1,906 09	1,906 09
Enginemen and firemen	4,565 49	2,010 10	2,555 39
Fuel: cost and labor of preparing for use.	8,005 10	3,500 00	4,505 10
Oil and waste for engines and tenders	431 81	220 00	211 81
Oil and waste for freight cars	215 84	.....	215 84
Oil and waste for passenger and baggage cars	215 94	215 94	.....
Loss and damage of goods and baggage	91 91	.....	91 91
Damage to property, including damages by fire and cattle killed on road.	194 00	99 00	95 00
General superintendence	2,000 00	800 00	1,200 00
Contingencies *	2,620 95	1,320 95	1,300 00
Totals.	\$30,123 73	\$13,916 07	\$16,207 66
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.	\$27,350 75	\$13,808 25	\$13,542 50
Repairs of machinery	12,041 89	6,139 47	5,902 42
Operating	30,123 73	13,916 07	16,207 66
Totals.	\$69,516 37	\$33,953 79	\$35,562 58

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	
From freight.....	
From other sources.....	
Total	

2d. RECEIPTS.

From passengers	
From freight.....	
American Express Company.....	\$1,442 97
Post-office Department.....	2,601 52
Total	

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses....	
For interest	
To payments to surplus fund	
Mileage on cars.....	\$43 93
Rents.....	50 00
Total	

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JAMES J. BELDEN	Syracuse
HENRY L. DUGUID.....	Syracuse
ALFRED A. HOWLETT.....	Syracuse
JOHN GREENWAY.....	Syracuse
A. CADWELL BELDEN.....	Syracuse
HIRAM EATON.....	Fayette
MYRON BANGS.....	Fayette
W. BROWN SMITH.....	Syracuse
GEO. F. COMSTOCK.....	Syracuse
HORACE CANDIE.....	Syracuse
R. NELSON GERE.....	Syracuse
HENRY D. DENISON.....	Syracuse
DENNIS MCCARTHY.....	

JAMES J. BELDEN.....	President, Syracuse
JEREM SHEERMAN.....	Treasurer, Syracuse
HENRY L. DUGUID.....	Secretary, Syracuse
JAMES BARNES.....	Engineer, Philadelphia
A. CADWELL BELDEN.....	Manager, Syracuse

Communications intended for this company should be addressed, JAMES J. BELDEN, Syracuse, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) J. J. BELDEN, A.
A. C. BELDEN,

(No. 174.)

SYRACUSE, GENEVA AND CORNING,

LESSOR.

OF NEW YORK, }
 Schuyler County, } ss.:

GEORGE J. MAGEE, President of the Syracuse, Geneva and Corning Railway Company, being duly sworn, for himself deposes and says, that the statements in the report, which has been signed by him, at the end thereof, are true and according to the best of his knowledge, information, and belief.

(Signed) GEORGE J. MAGEE.

Subscribed and sworn to before me, }
 this 10th day of November, 1878. }

L. B. ROBINSON,
 Notary Public, Schuyler County.

STOCK AND DEBTS.

Capital stock	\$1,200,000 00
Amount of stock subscribed	1,173,700 00
Amount paid in, as by last report	1,152,200 00
Amount now paid in of capital stock	1,162,400 00
Amount of debt, as by last report	1,000,000 00
Amount now of funded debt	1,000,000 00
Amount of debt, as by last report	278,788 78
Amount now of floating debt	461,065 88
Amount now of funded and floating debt	1,461,065 88
Rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Land	\$327,016 81	\$708,508 28
Grades and masonry	201,958 85	398,696 84
Structure, including iron	439,058 34	962,072 59
Water and freight stations, buildings and fences	5,845 97	62,476 39
Land damages, and fences	170,371 27	336,611 31
Telegraph and agencies	51,737 54	108,397 17
Construction account not yet distributed per account	1,235,000 00	.....
Telephone line .....	.....	3,310 50
Total cost of road and equipment	\$2,430,988 78	\$2,580,073 08

CHARACTERISTICS OF ROAD.

Length of road.....	57.25 mil
Length of road in this State.....	57.25
Length of road laid.....	57.25
Length of road laid in this State.....	57.25
Length of double track, including sidings.....	7.62
Weight of rail, per yard, on main track.....	60 pound
Number of engine-houses and shops.....	
Length of main line of road from Corning, N. Y., to Geneva, N. Y....	57.25 mil

The company do not own any rolling stock.

This road is leased to the Fall Brook Coal Company for a term of years, is operated and maintained by them, and the report of the details relating to the operation, maintenance, and repairs of the road will be furnished by them as lessees.

EARNINGS AND CASH RECEIPTS AND PAYMENTS. *

1st. RECEIPTS.

On account rent of road	\$68,930
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2d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest	\$35,000
Payments to surplus fund	33,930
Total payments during the year	\$68,930

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE J. MAGEE.....	Watkins, N. Y.
ALEXANDER OLCOTT.....	Corning, N. Y.
JOHN LANG.....	Watkins, N. Y.
DANIEL BRACH.....	Watkins, N. Y.
W. T. HAMILTON.....	Syracuse, N. Y.
FRANK HIRCOCK.....	Syracuse, N. Y.
AUGUSTUS SCHELL.....	New York City.
SAMUEL T. BARGER.....	New York City.
EDWIN D. WORCESTER.....	New York City.
ISAAC P. CHAMBERS.....	New York City.
JAMES TILLINGHAST.....	Buffalo, N. Y.
GEORGE H. BURROWS.....	Rochester, N. Y.
DWIGHT W. PARDEE.....	Brooklyn, N. Y.

GEORGE J. MAGEE.....	President.
JOHN LANG.....	Vice-President.
EDWIN D. WORCESTER.....	Treasurer.
ALEXANDER OLCOTT.....	Secretary.

Communications intended for this company should be addressed, Watkins, Schenectady county, N. Y.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believes them to be correct.

(Signed) GEORGE J. MAGEE, *President*

(No. 175.)

SYRACUSE, GENEVA AND CORNING,

LESSEES.

OF NEW YORK, }
 Schuyler County, } ss.:

GEORGE J. MAGEE, President, and JOHN LANG, Treasurer of the Fall Brook Coal
 Company, lessees and operators of the Syracuse, Geneva and Corning Railroad,
 severally sworn, each for himself, deposes and says, that the statements in the
 report, which has been signed by each of them, at the end thereof, are true
 and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE J. MAGEE,
 JOHN LANG.

Subscribed and sworn to before me, }
 18th day of November, 1878. }

L. B. ROBINSON,
 Notary Public, Schuyler County, N. Y.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	67,970
Number of miles run by freight trains	106,732
Number of passengers (all classes) carried in cars	43,001
Number of miles traveled by passengers, or number of passengers carried one mile.	1,023,343
Number of tons, of 2,000 pounds, of freight carried in cars.	295,438
Number of tons, of 2,000 pounds, of freight carried one mile	14,245,250
Rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	20
Rate of speed of same when in motion	25
Rate of speed adopted by express trains, including stops ...	20
Rate of speed of same when in motion	25
Rate of speed adopted by freight trains, including stops	12
Rate of speed of same when in motion	14
Weight, in tons, of passenger trains, exclusive of passengers and baggage	80
Weight, in tons, of freight trains, exclusive of freight	260

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest	12,331
Animals	880
Vetable food	475
Agricultural products	7,810
Machinery	4,209
Merchandise	8,499
Total	261,234
Total	295,438

RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER
MILE, AS FOLLOWS:

First-class through passengers	3 cents.
First-class way passengers	3

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron*	\$48,767 14	\$4,876 70	\$43,890 44
Taxes on real estate	475 94	47 51	428 48
Totals	\$49,243 08	\$4,924 21	\$44,318 87
REPAIRS OF MACHINERY.			
Repairs of freight cars	\$1,447 69	.....	\$1,447 69
Paid for motive power and car service	74,006 81	9,250 85	64,755 96
Totals	\$75,454 50	\$9,250 85	\$66,203 65

* Includes \$10,007.41, amount expended for additional switches, farm crossings, and station tenement houses.

EXPENSES—(Continued).

RAILROAD REPORT.

567

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$4,125 38	\$412 53	\$3,712 85
Agents and clerks	8,888 84	2,222 21	6,666 63
Wood and water station attendance	310 57	155 28	155 29
Conductors, baggage and brakemen	2,714 50	2,714 50	.....
General superintendence	2,500 00	625 00	1,875 00
Contingencies	1,419 86	141 98	1,277 88
Totals	\$19,959 15	\$6,271 59	\$13,687 65
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.	\$49,243 08	\$4,924 21	\$44,318 87
Repairs of machinery	75,454 50	9,250 85	66,203 65
Operating	19,959 15	6,271 50	13,687 65
Totals	\$144,656 73	\$20,446 56	\$124,210 17

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	
From freight.....	
From other sources.....	
Total	

2d. RECEIPTS.

From passengers	
From freight.....	
Mail	\$1,200 52
Express	1,236 69
Miscellaneous	36 10

Total.....

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	
For interest *.....	
For dividends on stock—amount and rate per cent *.....	
To payments to surplus fund	
Payment on account of rent.....	

Total

The following is a statement of the date of each accident, the place where the train, the cause and the extent of the injuries inflicted upon each the name of such person, as follows:

1878.

August 12. John Ross, aged about 42 years, employed as trackman, near Geneva; was lying on the track intoxicated; train No. 6 ran over him off both his legs.

OFFICERS OF THE FALL BROOK COAL COMPANY.

GEORGE J. MAGEE.....	President, Watkins, N. Y.
JOHN LANG.....	Treasurer and Secretary, Watkins,
ANTON HARDT.....	Engineer, Wellsboro, Pa.
A. H. GORTON.....	Superintendent, Corning, N. Y.

Communications intended for this company should be addressed, J. Treasurer, Watkins, Schuyler county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEORGE J. MAGEE, *President*
JOHN LANG, *Secretary and Treasurer*

* Reported by Syracuse, Geneva and Corning Railway Company.

(No. 176.)

SYRACUSE JUNCTION.

E. OF NEW YORK, }
 York City and County, } ss.:

VIN D. WORCESTER, President of the Syracuse Junction Railroad Company,
 sworn, deposes and says, that the statements in the annexed report, which
 been signed by him, at the end thereof, are true and correct, according to the
 of his knowledge, information, and belief.

(Signed) E. D. WORCESTER.

scribed and sworn to before me, }
 7th day of November, 1878. }

D. W. PARDEE,
 Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in, as by last report.....	100,000 00
Amount now paid in of capital stock.....	100,000 00
Due the New York Central and Hudson River Railroad Company...	632,297 57

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry.....	\$319,175 53	\$319,175 53
Bridges.....	44,157 54	44,157 54
Structure, including steel rail.....	257,401 50	257,401 50
Land damages, and fences.....	105,263 00	105,263 00
Engineering and agencies.....	6,300 00	6,300 00
Total cost of road and equipment....	\$732,297 57	\$732,297 57

CHARACTERISTICS OF ROAD.

Length of road.....	7.81 miles.
Length of road in this State.....	7.81 "
Length of road laid.....	7.81 "
Length of road laid in this State.....	7.81 "
Length of double track, including sidings.....	7.81 "
Weight of rail, per yard, on main track (all steel).....	65 to 67 lbs.
Length of main line of road from junction with the New York Cen- tral and Hudson River railroad, near De Witt, east of Syracuse, and that city to junction with same road west of Syracuse.....	7.81 miles.

The road of this company was leased to the New York Central and Hudson River
 Railroad Company, on the 10th day of April, 1875. That company has used its own
 power and rolling stock in operating the road, and will include in its own
 the doings in transportation, etc.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY

Directors.

WILLIAM H. VANDERBILT.....
 CORNELIUS VANDERBILT.....
 WILLIAM K. VANDERBILT.....
 FREDERICK W. VANDERBILT.....
 AUGUSTUS SCHELL.....
 SAMUEL F. BARGER.....
 EDWIN D. WORCESTER.....
 JAMES TILLINGHAST.....
 CHARLES H. FISHER.....

EDWIN D. WORCESTER..... President.

WILLIAM K. VANDERBILT..... Treasurer and S

Communications intended for this company should be addressed,
 TER, President, Grand Central Depot, Fourth avenue and Forty-second
 York city.

The undersigned has caused the foregoing statements to be prepared by
 proper officers and agents of this company, from the books and records
 examined them as far as practicable, and believes them to be correct.

(Signed) E. D. WORCESTER

(No. 177.)

SYRACUSE, PHENIX AND OSWEGO.

STATE OF NEW YORK, }
 Onondaga County, } ss.:

ALFRED A. HOWLETT, Treasurer of the Syracuse, Phoenix and Oswego
 Company, being sworn, deposes and says, that the statements in the
 which has been signed by him, at the end thereof, are true and correct
 the best of his knowledge, information, and belief.

Subscribed and sworn to before me, } (Signed) A. A.
 this 17th day of December, 1878. }

T. J. LEACH,
 Notary Public, Onondaga County.

STOCK AND DEBTS.

Capital stock, as by charter
 Amount of stock subscribed
 Amount paid in, as by last report
 Total amount now paid in of capital stock
 Floating debt, as by last report
 The amount now of floating debt
 Total amount now of funded and floating debt

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$42,178 05	\$42,178 05
For bridges	10,052 09	10,052 09
Superstructure, including iron	1,600 00	1,600 00
Land, land damages, and fences	29,400 00	29,400 00
Engineering and agencies	14,250 00	14,250 00
Total cost of road and equipment	\$97,480 14	\$97,480 14

CHARACTERISTICS OF ROAD.

Length of road	30 miles.
Length of road in this State	30 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM PATRICK	Phoenix, N. Y.
GOVERNEUR M. SWEET	Phoenix, N. Y.
JOHN H. I. DIEFENDORF	Phoenix, N. Y.
EDWARD N. CARRIER	Phoenix, N. Y.
MAX B. RICHARDSON	Oswego, N. Y.
STEPHEN O. HOWARD	Phoenix, N. Y.
OLIVER BREED	Phoenix, N. Y.
WILLARD JOHNSON	Fulton, N. Y.
GEORGE F. COMSTOCK	Syracuse, N. Y.
ALFRED A. HOWLETT	Syracuse, N. Y.
JACOB S. SMITH	Syracuse, N. Y.
THOMAS GALE	Syracuse, N. Y.
ELIAS W. LEAVENWORTH	Syracuse, N. Y.

GEORGE F. COMSTOCK

President.

ALFRED A. HOWLETT

Treasurer.

PATRICK H. AGAN

Secretary.

Communications intended for this company should be addressed, Syracuse, Onondaga County, N. Y.

The undersigned Treasurer has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) A. A. HOWLETT, *Treasurer.*

(No. 178.)

TROY AND BENNINGTON.

STATE OF NEW YORK. }
Rensselaer County, } ss.:

LYMAN BENNETT, President, and WILLIAM GURLEY, Treasurer of the Troy and Bennington Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) LYMAN BENNETT
 WILLIAM GURLEY

Subscribed and sworn to before me, }
 this 14th day of November, 1878. }

SPENCER BAILEY,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter	\$80,000
Amount of stock subscribed	75,400
Amount paid in, as by last report	75,400
Total amount now paid in of capital stock	75,400
Funded debt, as by last report	60,600
Total amount now of funded debt	78,600
Total amount now of funded and floating debt	78,600
Average rate, per annum, of interest on funded debt.	7 per cent.

This road extends from Hoosick Junction, on the Troy and Boston Railroad, to the Vermont State line. It is leased by the Troy and Boston Railroad Company, whom it is operated, and whose report contains all details of management.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$129,057 43	\$129,057
For bridges	27,220 14	27,220
Superstructure, including iron	35,196 34	35,196
Passenger and freight stations, buildings and fixtures	1,322 00	1,322
Land, land damages, and fences	36,671 70	36,671
Engineering and agencies	7,585 76	7,585
Total cost of road and equipment	\$236,953 27	\$236,953

RAILROAD REPORT.

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CHARACTERISTICS OF ROAD.

Length of road	5.38 miles.
Length of road in this State	5.38 "
Length of road laid	5.38 "
Length of road laid in this State	5.38 "
Length of double track, including sidings. ....	.38 "
Weight of rail, per yard, on main track.....	53 pounds.
Length of main line of road from Hoosick Junction to Vermont State line	5.38 miles.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. RECEIPTS.

From passengers ..	} Annual rent	\$15,400 00
From freight		
From other sources		
Balance on hand last annual report		1,210 48
Total		\$16,610 48

2d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest	\$5,837 21
For dividends on stock—amount and rate per cent, 8 per cent....	5,908 00
Bonds for sinking fund canceled	2,000 00
Salaries and incidental expenses	268 25
Total	\$14,013 46
Total amount of surplus fund, cash on hand	\$2,597 02

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN M. CORLISS	Waterford, N. Y.
LYMAN BENNETT	Troy, N. Y.
DANIEL W. FORD	Troy, N. Y.
JOSEPH W. FULLER	Troy, N. Y.
ADAM C. FELLOWS	Troy, N. Y.
JOHN B. GALE	Troy, N. Y.
DANIEL ROBINSON	Troy, N. Y.
LEWIS E. GURLEY	Troy, N. Y.
THOMAS W. LOCKWOOD	Troy, N. Y.
WILLIAM GURLEY	Troy, N. Y.
Three vacancies.	

LYMAN BENNETT	President.
WILLIAM GURLEY	Treasurer and Secretary.

Communications intended for this company should be addressed, WM. GURLEY, 514 Fulton street, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) LYMAN BENNETT, *President.*
WILLIAM GURLEY, *Treasurer.*

(No. 179.)

TROY AND BOSTON.

STATE OF NEW YORK, }
Rensselaer County. } ss.:

DANIEL ROBINSON, Treasurer of the Troy and Boston Railroad Company, duly sworn, deposes and says, that the statements in the annexed report, been signed by him, at the end thereof, are true and correct, according to his knowledge, information, and belief.

(Signed)

DAN. ROBINSON

Subscribed and sworn to before me, }
 this 15th day of January, 1879. }

JOHN H. PECK,

Commissioner of Deeds, Troy, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$2
Amount of stock subscribed.....	1,
Amount paid in, as by last report.....	1,
Total amount now paid in of capital stock.....	1,
Funded debt, as by last report.....	2,
Total amount now of funded debt.....	2,
Floating debt, as by last report*.....	
The amount now of floating debt.....	
Total amount now of funded and floating debt, after deducting amount due from station agents.....	2,
Average rate, per annum, of interest on funded debt.....	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$889,626 57	\$
For bridges.....	48,025 90	
Superstructure, including iron.....	393,206 60	
Passenger and freight stations, buildings and fixtures.....	57,988 63	
Engine and car-houses, machine shops, ma- chinery and fixtures.....	62,149 04	
Land, land damages, and fences.....	297,126 23	
Locomotives and fixtures, and snow plows.....	153,376 00	
Passenger and baggage cars.....	76,633 43	
Freight and other cars.....	336,769 67	
Engineering and agencies.....	410,069 13	
Grading, masonry, and superstructure on South- ern Vermont Railroad.....	75,000 00	
Total cost of road and equipment.....	\$2,799 971 20	\$2

* Should have been \$371,976.78.

CHARACTERISTICS OF ROAD.

Length of road	34.74 miles.
Length of road in this State	34.74 "
Length of road laid	34.74 "
Length of road laid in this State	34.74 "
Length of double track, including sidings	13.90 "
Length of branches leased by the company, laid	11.28 "
Length of double track laid on same	1.19 "
Weight of rail, per yard, on main track	60 pounds.
Number of engine-houses and shops	5
Number of engines	17
Number of first-class passenger cars	15
Number of caboose and wreck passenger cars	9
Number of baggage, mail, and express cars	7
Number of freight cars, including coal cars	451
Length of main line of road from Troy, N. Y., to Vermont State line,	34.74 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	166,149
Number of miles run by freight trains	195,222
Number of passengers (all classes) carried in cars	294,878.5
Number of miles traveled by passengers, or number of passengers carried one mile	6,512,166
Number of tons, of 2,000 pounds, of freight carried in cars	594,904.850
Total movement of freight, or number of tons carried one mile	21,976,234.471
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	23
Rate of speed of same when in motion	29
Average rate of speed adopted by express trains, including stops	29
Rate of speed of same when in motion	34
Average rate of speed adopted by freight trains, including stops	10
Rate of speed of same when in motion	12 to 15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	80
Average weight, in tons, of freight trains, exclusive of freight	200

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	42,308.763
Of animals	7,431.548
Of vegetable food	66,616.807
Other agricultural products	152,065.138
Manufactures	85,255.886
Merchandise	116,807.940
Coal	60,801.849
Other articles	64,616.919
Total	595,904.850

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers	2 to 3 cents.
For first-class way passengers	3 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$28,286 53	\$10,748 88	\$17,537 65
Cost of iron used in repairs.....	12,484 59	4,744 14	7,740 45
Repairs of buildings.....	4,138 61	1,572 67	2,565 94
Repairs of fences and gates.....	1,739 75	661 10	1,078 65
Taxes on real estate.....	19,787 88	7,519 39	12,268 49
Totals.....	\$66,437 36	\$25,246 18	\$41,191 18
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$21,428 76	\$8,142 93	\$13,285 83
Repairs of passenger and baggage cars.....	7,255 66	7,255 66	.....
Repairs of freight cars.....	13,999 28	.....	13,999 28
Repairs of tools and machinery in shops.....	8,252 20	1,235 84	2,016 36
Incidental expenses, including oil, fuel, clerks, watchman, etc., about shops.....	4,464 84	1,692 64	2,761 70
Totals.....	\$50,890 24	\$16,327 07	\$32,063 17

RAILROAD REPORT.

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EXPENSES—(Continued).

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
OPERATING THE ROAD.			
Office expenses, stationery, etc.	\$4,609 95	\$1,751 78	\$2,858 17
Agents and clerks	22,866 48	8,499 26	13,867 22
Labor: loading and unloading freight	19,012 47	.....	19,012 47
Porters, watchmen, and switchtenders	3,731 55	1,418 00	2,313 55
Wood and water station attendance	2,221 06	844 00	1,377 06
Conductors, baggage and brakemen	13,701 55	5,206 59	8,494 96
Engine men and firemen	15,367 90	5,839 80	9,528 10
Fuel: cost and labor of preparing for use	44,357 75	16,855 94	27,501 81
Oil and waste for engines and tenders	2,915 62	1,107 94	1,807 68
Oil and waste for freight cars	1,451 49	.....	1,451 49
Oil and waste for passenger and baggage cars	1,237 02	1,237 02	.....
Loss and damage of goods and baggage	1,109 66	421 67	687 99
Damage for injuries of persons	4,974 28	1,890 23	3,084 05
Damage to property, including damages by fire and cattle killed on road	439 98	167 19	272 79
General superintendence	3,999 96	1,519 99	2,479 97
Contingencies	17,737 53	6,740 26	10,997 27
Expenses of Union R. R.	9,534 76	3,623 21	5,911 55
Totals	\$168,769 01	\$67,122 88	\$111,646 13
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.	\$66,437 36	\$25,246 18	\$41,191 18
Repairs of machinery	50,390 24	18,327 07	32,063 17
Operating	168,769 01	57,122 88	111,646 13
Totals	\$285,596 61	\$100,696 13	\$184,900 48

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	\$174,490 38
From freight	363,980 73
From other sources	21,872 63
Total	\$560,343 74

2d. RECEIPTS.

From passengers	\$174,490 38
From freight	363,980 73
Express	\$10,885 94
Mails	10,437 19
Rent	549 50
Total	\$560,343 74

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$285,596 61
For interest	200,735 43
For dividends on stock—amount and rate per cent.	33,073 00
To payments to surplus fund	12,423 40
Leases*	27,400 00
Hire of cars	1,115 30
Total	\$560,343 74

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
December 24	1	....	....	....	1
December 31	1	....	....	....	1
1878.								
January 4	1	....	....	....	1
Totals	3	....	....	....	3

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

December 24. A man named Windsor, passenger brakeman, had his hand badly injured while coupling engine to baggage car in Union Depot, Troy.

December 31. A freight train brakeman named George Wood fell off freight train, near Hoosick Junction, breaking three ribs.

* NOTE.—Troy and Bennington rent \$15,400 00
Southern Vermont..... 12,000 00

\$27,400 00

State Engineer and Surveyor.

1878.

JANUARY 4. C. S. Clark, train master on train No. 19, at Lansingburgh, while twisting brake his hand slipped off, running through the window, cutting his wrist badly.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

D. THOMAS VAIL.....	Troy.
DANIEL ROBINSON.....	Troy.
JOHN H. WILLARD.....	Troy.
SAMUEL M. VAIL.....	Troy.
HENRY E. WEED.....	Troy.
SAMUEL B. SANFORD.....	Troy.
JOSEPH H. PARSONS.....	Troy.
CORNELIUS L. TRACY.....	Troy.
HARRISON DURKEE.....	New York.
WILLIAM H. VANDERBILT.....	New York.
AUGUSTUS SCHELL.....	New York.
LYMAN WILDER.....	Hoosick Falls.
SYLVANDER JOHNSON.....	North Adams.
D. THOS. VAIL.....	President.
DANIEL ROBINSON.....	Treasurer.
J. EDWARD MERRILL.....	Secretary.
R. B. C. BRMENT.....	Engineer.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) DAN. ROBINSON, *Treasurer.*

(No. 180.)

TROY AND GREENBUSH.

STATE OF NEW YORK, } ss.:
Rensselaer County,

E. THOMPSON GALE, Vice-President of the Troy and Greenbush Railroad Association, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) E. THOMPSON GALE.

Subscribed and sworn to before me, }
 this 19th day of October, 1878. }

HYMAN HESS,

Commissioner of Deeds, Troy, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$275,000 00
Amount of stock subscribed.....	274,400 00
Amount paid in, as by last report.....	274,400 00
Total amount now paid in of capital stock.....	274,400 00

This road extends from Troy to East Albany, and was, at the time the road was leased, about six miles in length, and is leased for the term of its charter to the

Hudson River Railroad Company. The Hudson River Railroad Company operates the road and has entire control of it, and this company is not informed as to its operations or earnings, or as to any additions to its track or otherwise, and has not been since the execution of the lease many years ago.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$89,221 37	\$89,221 37
For bridges	55,836 02	55,836 02
Superstructure, including iron		
Passenger and freight stations, buildings and fixtures	16,858 43	16,858 43
Engine and car-houses, machine shops, machinery and fixtures	9,926 89	9,926 89
Land, land damages, and fences	65,286 37	65,286 37
Locomotives and fixtures, and snow plows		
Passenger and baggage cars	36,073 46	36,073 46
Freight and other cars		
Engineering and agencies	21,705 82	21,705 82
Total cost of road and equipment at date of lease	\$294,908 36	\$294,908 36

CHARACTERISTICS OF ROAD.

Length of road	6.00 miles.
Length of road in this State	6.00 "
Length of road laid	6.00 "
Length of road laid in this State	6.00 "

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. RECEIPTS.

Rental	\$19,250 00
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2D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For dividends on stock—two of \$4 per cent each	\$19,208 00
To payments to surplus fund	90 00
Total	\$19,298 00
Total amount of surplus fund	\$3,547 41

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN L. THOMPSON	Troy, N. Y.
E. THOMPSON GALE	Troy, N. Y.
WM. HOWARD DOUGHTY	Troy, N. Y.
JOHN H. WILLARD	Troy, N. Y.
GEORGE H. CRAMER	Troy, N. Y.
THOMAS W. LOCKWOOD	Troy, N. Y.
STEPHEN E. WARREN	Troy, N. Y.
JOHN B. GALE	Troy, N. Y.
WM. HOWARD HART	Troy, N. Y.
JOSEPH M. WARREN	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
JOHN HITCHINS	Troy, N. Y.
GOUVERNEUR OGDEN	Troy, N. Y.

JOHN L. THOMPSON	President.
E. THOMPSON GALE	Vice-President.
JOHN B. GALE	Treasurer and Secretary.

Communications intended for this company should be addressed, JOHN B. GALE, Troy, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) E. THOMPSON GALE, *Vice-President.*

(No. 181.)

TROY UNION.

STATE OF NEW YORK, }
Rensselaer County, } ss.:

GEORGE B. WARREN, President, and DANIEL ROBINSON, Treasurer and acting Superintendent of the Troy Union Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEO. B. WARREN,
 DAN'L ROBINSON.

Subscribed and sworn to before me, }
 this 15th day of January, 1879. }

JOHN H. PECK,
Commissioner of Deeds, Troy, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$30,000 00
Amount of stock subscribed.....	30,000 00
Amount paid in, as by last report.....	30,000 00
Total amount now paid in of capital stock.....	30,000 00
Funded debt, as by last report.....	680,000 00
Total amount now of funded debt.....	680,000 00
Total amount now of funded and floating debt.....	680,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For gradation and masonry.....	\$157,001 25	\$157,001 25
For bridges.....	6,089 92	6,089 92
Superstructure, including iron.....	70,426 10	70,426 10
Passenger and freight stations, buildings and fixtures.....	141,099 86	141,099 86
Land, land damages, and fences.....	396,557 62	396,557 62
Engineering and agencies.....	12,810 05	12,810 05
Total cost of road and equipment.....	\$783,984 80	\$783,984 80

This road has no earnings, and its expenses are paid by the New York Central and Hudson River Railroad, Rensselaer and Saratoga Railroad, and Troy and Boston Railroad Companies.

CHARACTERISTICS OF ROAD.

Length of road from Troy and Greenbush Railroad to Hoosick street bridge, Troy	2.14 miles
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ACCIDENTS.

	Injured.
April 15, 1878	1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

April 15. A boy named James Britton, in trying to get on a freight train while in motion, near Ferry street, Troy, fell under train, cutting off both legs.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM H. VANDERBILT	New York City.
WILLIAM K. VANDERBILT	New York City.
E. D. WORCESTER	New York City.
E. S. MORGAN	Troy, N. Y.
J. TILLINGHAST	Albany, N. Y.
J. M. TOUCEY	New York City.
J. V. BAKER	Comstock's Landing, N. Y.
GEORGE B. WARREN	Troy, N. Y.
THEODORE VOORHEES	Troy, N. Y.
D. THOMAS VAIL	Troy, N. Y.
DANIEL ROBINSON	Troy, N. Y.
JOHN H. WILLARD	Troy, N. Y.
E. MURPHY, Jr.	Troy, N. Y.

GEORGE B. WARREN..... President.

DANIEL ROBINSON

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEO. B. WARREN, *President.*
DAN'L ROBINSON, *Treasurer.*

(No. 182.)

ULSTER AND DELAWARE.

STATE OF NEW YORK, }
Ulster County, } ss.:

ASTHONY BENSON, Treasurer, and GEORGE COYKENDALL, acting Superintendent of operations of the Ulster and Delaware Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

A. BENSON.

GEO. COYKENDALL

Subscribed and sworn to before me, }
this 30th day of November, 1878. }

G. WEBSTER,

Notary Public, in and for Ulster County.

STOCK AND DEBTS.

Capital stock, as by charter	\$1,250,000 00
Amount of stock subscribed	1,152,100 00
Amount paid in, as by last report	1,152,100 00
Total amount now paid in of capital stock	1,152,100 00
Funded debt, as by last report	1,342,600 00
Total amount now of funded debt*	1,478,600 00
Floating debt, as by last report	131,865 80
The amount now of floating debt	57,982 08
Total amount now of funded and floating debt.	1,536,582 08

COST OF ROAD AND EQUIPMENT.

	By present report.	By last report.
For graduation and masonry	\$18,573 37	\$27,079 37
For bridges	15,928 10	15,928 10
Superstructure, including iron	13,094 65	15,869 07
Passenger and freight stations, buildings and fixtures	1,672 43	2,307 10
Engine and car-houses, machine shops, machinery and fixtures	725 53	12,801 66
Land, land damages, and fences	19,509 88	138,294 16
Locomotives and fixtures, and snow plows	3,747 18	4,482 18
Passenger and baggage cars	4,258 53	4,684 91
Freight and other cars	5,072 35	6,589 36
Engineering and agencies	661 98	888 56
New York, Kingston and Syracuse Railroad, and its franchises.	\$17,951 32	\$18,301 32
Machinery and tools	2,921 84	4,036 37
Telegraph	243 62	439 99
Water tanks	582 33	654 94
Total cost of road and equipment	\$904,943 14	\$1,052,357 39

* First mortgage bonds	\$136,000 00
Second mortgage income bonds	1,342,600 00
	\$1,478,600 00

CHARACTERISTICS OF ROAD.

Length of road	150 miles.
Length of road in this State	150 "
Length of road laid	74 "
Length of road laid in this State	74 "
Length of double track, including sidings	5.3 "
Weight of rail, per yard, on main track	56, 60 & 70 lbs.
Number of engine-houses and shops	4
Number of engines	7
Number of first-class passenger cars	5
Number of second-class and emigrant passenger cars	4
Number of baggage, mail, and express cars	3
Number of freight cars, including coal cars	181
Length of main line of road from Rondout to Stamford, Conn.	74 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	70,824
Number of miles run by freight trains	33,939
Number of passengers (all classes) carried in cars	82,965
Number of miles traveled by passengers, or number of passengers carried one mile	1,780,372
Number of tons, of 2,000 pounds, of freight carried in cars	85,467
Total movement of freight, or number of tons carried one mile	1,548,887
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	29
Rate of speed of same when in motion	28
Average rate of speed adopted by freight trains, including stops	12
Rate of speed of same when in motion	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	45
Average weight, in tons, of freight trains, exclusive of freight	95

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	8,970
Of animals	3,034
Of vegetable food	1,317
Other agricultural products	10,126
Manufactures	5,161
Merchandise	9,320
Coal	47,589
Other articles	
Total	85,467

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES
PER MILE, AS FOLLOWS:

For first-class through passengers	3 c. over 10 m.
For first-class way passengers	{ 4 cts. 10 miles or over.
Average	3½ cents.

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$31,530 07	\$10,510 02	\$21,020 05
Repairs of bridges	993 20	331 07	662 13
Cost of iron used in repairs	14 37	4 79	9 58
Repairs of buildings	1,058 85	352 95	705 90
Repairs of fences and gates	624 94	208 31	416 63
Taxes on real estate	20,076 35	6,692 12	13,384 23
Totals	\$54,297 78	\$18,090 26	\$36,198 52
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$10,447 65	\$3,482 55	\$6,965 10
Repairs of passenger and baggage cars	3,057 52	3,057 52	.....
Repairs of freight cars	5,051 61	.....	5,051 61
Repairs of tools and machinery in shops	1,550 26	516 75	1,033 51
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	651 44	217 14	434 30
Totals	\$20,758 48	\$7,273 96	\$13,484 52

EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Train and station supplies	\$1,724 29	\$574 76	\$1,149 53
Office expenses, stationery, etc.	2,692 13	897 87	1,794 76
Agents and clerks.....	7,295 34	2,431 78	4,863 56
Labor: loading and unloading freight.....	1,264 30	.....	1,264 30
Porters, watchmen, and switchtenders.....	1,350 42	450 13	900 29
Wood and water station attendance.....	290 00	96 68	193 34
Conductors, baggage and brakemen.....	6,990 15	2,330 05	4,660 10
Engine men and firemen.....	5,264 77	1,754 92	3,509 85
Fuel: cost and labor of preparing for use.....	19,057 26	6,352 42	12,704 84
Oil and waste for engines and tenders.....	.....	706 26	1,412 59
Oil and waste for freight cars.....	2,118 85	.....	.....
Oil and waste for passenger and baggage cars.....	211 38	.....	211 38
Loss and damage of goods and baggage.....	99 50	.....	99 50
Damage for injuries of persons.....	425 60	141 86	283 74
Damage to property, including damages by fire and cattle killed on road.....	1,800 00	600 00	1,200 00
General superintendence.....	7,561 96	2,520 65	5,041 31
Contingencies.....	3,294 68	3,294 68
Yard labor
Totals.....	\$61,440 63	\$18,856 86	\$42,583 77

RAILROAD REPORT.

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SUBDIVISION OF CONTINGENCIES.

ing telegraph.....	\$1,326 02
ls.....	4,715 54
gencies.....	567 35
oreign cars.....	50 20
ing snow.....	81 87
keeping.....	810 98
Total.....	<u>\$7,561 96</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
aining road-bed, etc.....	\$54,207 78	\$18,099 26	\$36,198 52
rs of machinery.....	20,758 48	7,273 96	13,484 52
ting.....	61,440 63	18,856 86	42,583 77
Totals.....	<u>\$136,496 89</u>	<u>\$44,230 08</u>	<u>\$92,266 81</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.

rom passengers.....	\$50,496 86
rom freight.....	102,943 02
rom other sources.....	14,717 75
Total.....	<u>\$168,157 63</u>

RECEIPTS.

rom passengers.....	\$50,496 86
rom freight.....	102,943 02
xpress.....	\$3,484 63
ails.....	3,028 23
elegraph.....	1,462 12
ar mileage.....	4,305 40
ale of material, etc.....	562 28
transfer charges.....	975 09
	<u>14,717 75</u>
Total.....	<u>\$168,157 63</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

or transportation expenses.....	\$136,496 89
or interest.....	8,392 28
o payments to surplus fund.....	23,268 46
Total.....	<u>\$168,157 63</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 13.	1	....	1	....
1878.								
June 12.	1	....	....	....	1
Totals.	1	1	....	1	1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1877.
- October 13. Charles Bath was instantly killed at Rondout yard, while attempting to cross track in front of approaching cars.
1878.
- June 12. Henry Duboise, a brakeman, had his right hand smashed, while coupling cars at Shandaken ; amputation of two fingers was necessary.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

THOMAS CORNELL	Rondout.
WM. F. ROMER	Kingston.
S. D. COYKENDALL.....	Rondout.
A. A. CROSBY	Rondout.
A. S. STAPLES.....	Rondout.
A. BENSON	Kingston.
D. KENNEDY	Rondout.
RIFLEY ROPES.....	Brooklyn.
C. A. MILLER	New York.
JOHN BAIRD.....	New York.
I. D. FISH	New York.
GEORGE OPDYKE.....	New York.
J. L. VAN DEUSEN	Rondout.
THOMAS CORNELL	President, Rondout.
ANTHONY BENSON	Treasurer and Secretary, Kingston.
JAMES P. GOULD	Engineer, Rondout.
GEORGE COYKENDALL	Superintendent, Rondout.

Communications intended for this company should be addressed, GEORGE COYKENDALL, Rondout, Ulster county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

A. BENSON, Treasurer.
GEO. COYKENDALL, Gen. Supt.

(No. 183.)

UNION.

The State Engineer and Surveyor of the State of New York:

The Union Railroad Company beg leave to present the following report:

Capital stock, as by charter	\$50,000 00
Amount of stock subscribed	50,000 00
Amount paid in, as by last report.	50,000 00
Unpaid debt	50,000 00
Outstanding debt	None.
Rate, per annum, of interest on funded debt	7 per cent.

Length of road about one mile, extending from the southern boundary line of the township of Ramapo, in the county of Rockland and State of New York, at the termination of the railroad of the Paterson and Ramapo Railroad Company, on the boundary line between the States of New York and New Jersey, to a place in the township of Ramapo called and known as Sufferns Depot, adjoining the southern line of the New York and Erie Railroad Company, and being wholly within the county of Rockland.

The total cost of the said railroad, constructed by the Union Railroad Company, including lands, superstructure, and single iron track, one passenger station, and other expenses, was \$50,000. The said railroad was leased by the Union Railroad Company the 10th day of September, 1852, to the New York and Erie Railroad Company, at the annual rent of \$3,500, and has ever since been operated and maintained by the latter company, its successors or assigns, and is now held and operated and wholly maintained by the New York, Lake Erie and Western Railroad Company, under the said lease.

The Union Railroad Company, having never run or operated said railroad, has no knowledge of any matters as to the maintenance or operation thereof.

The directors elected at the last meeting of the stockholders of said Union Railroad Company, and their residences, were as follows:

Names.	Residences.
ROBERT BAYARD	New York.
COLUMBUS B. ROGERS	New York.
JASON ROGERS	New York.
FELTON CUTTING	New York.
HENRY A. ALLEN	New York.
WILLIAM HUTCHINSON	New York.
JAMES L. MORRIS	New York.
ABRAHAM S. HEWITT	New Jersey.
WILLIAM S. HUDSON	New Jersey.
LEWIS ATTERBURY	New Jersey.
JACOB S. ROGERS	New Jersey.
GEORGE M. STINSON	New Jersey.
ABRAHAM H. GODWIN	New Jersey.
ROBERT BAYARD*	President.
JOHN HOPPER	Secretary.

* Now deceased.

STATE OF NEW YORK, }
County of New York, } ss.:

JOHN HOPPER, being duly sworn, deposes and says, that he is Secretary of the Union Railroad Company, above named, and that the statements in the foregoing report are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN HOPPER.

Subscribed and sworn to before me, }
 this 8th day of February, 1879. }

EDSON D. HAMMOND,
Notary Public, No. 43, New York County.

(No. 184.)

UTICA AND BLACK RIVER.

STATE OF NEW YORK, }
Oneida County, } ss.:

DE WITT C. WEST, President, and J. F. MAYNARD, acting Superintendent of operations of the Utica and Black River Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) DE WITT C. WEST,
 J. F. MAYNARD.

Subscribed and sworn to before me, }
 this 27th day of November, 1878. }

C. S. SYMONDS,
Notary Public, Oneida County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$2,000,000 00
Amount of stock subscribed	1,775,100 00
Amount paid in, as by last report	1,771,720 00
Total amount now paid in of capital stock	1,771,720 00
Funded debt, as by last report	1,112,000 00
Total amount now of funded debt	1,112,000 00
Total amount now of funded and floating debt	1,112,000 00
Average rate, per annum, of interest on funded debt	7 per cent.

The report of operations following includes the earnings and expenses of operating the following lines leased by this company, viz.: The Carthage, Watertown and Sackett's Harbor, the Clayton and Theresa, the Black River and Morristown, and the Ogdensburgh and Morristown Railroads.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Graduation and masonry	\$959,725 18	\$959,725 18
Bridges	126,000 84	126,000 84
Superstructure, including iron	819,733 36	819,733 36
Passenger and freight stations, buildings and fixtures	64,295 66	64,295 66
Engine and car houses, machine shops, machinery and fixtures	24,374 17	25,074 17
Land damages, and fences	281,243 16	261,051 47
Locomotives and fixtures, and snow plows	180,031 26	180,031 26
Passenger and baggage cars	87,244 69	102,574 01
Light and other cars	136,241 95	136,241 95
Engineering and agencies	107,160 21	107,160 21
Telegraph line	15,127 90	15,750 00
Total cost of road and equipment	\$2,781,178 38	\$2,797,638 11

CHARACTERISTICS OF ROAD.

Length of road	87 miles.
Length of road in this State	87 "
Length of road laid	87 "
Length of road laid in this State	87 "
Length of double track, including sidings	8.07 "
Length of branches leased by the company, laid	93 "
Length of double track laid on same	5.25 "
Weight of rail, per yard, on main track	56 to 60 lbs.

Number of engine-houses and shops	11
Number of engines	18
Number of first-class passenger cars	23
Number of baggage, mail, and express cars	10
Number of freight cars, including coal cars	210
Length of main line of road from Utica to Philadelphia, N. Y.	87 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	252,469
Number of miles run by freight trains	115,379
Number of passengers (all classes) carried in cars	216,545
Number of miles traveled by passengers, or number of passengers carried one mile	4,966,850
Number of tons, of 2,000 pounds, of freight carried in cars	103,560
Movement of freight, or number of tons carried one mile	5,387,293
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour)	24
Rate of speed of same when in motion	30
Average rate of speed adopted by freight trains, including stops	13
Rate of speed of same when in motion	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	69
Average weight, in tons, of freight trains, exclusive of freight	229

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	11,543
Of animals.....	14,570
Of vegetable food.....	14,198
Other agricultural products.....	9,000
Manufactures.....	17,645
Merchandise.....	7,870
Coal.....	11,034
Other articles.....	17,790
Total.....	<u>103,550</u>

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	3½ cents.
For first-class way passengers.....	<u>4 "</u>

EXPENSES.

RAILROAD REPORT

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MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron	\$51,619 96	\$21,370 66	\$30,249 30
Cost of iron used in repairs	10,063 24	4,166 18	5,897 06
Repairs of buildings.....	3,123 44	1,293 10	1,830 34
Repairs of fences and gates.....	3,268 49	1,353 15	1,915 34
Taxes on real estate	16,941 56	7,013 81	9,927 75
Totals	\$85,016 69	\$35,196 90	\$49,819 79
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$13,497 95	\$5,588 15	\$7,909 80
Repairs of passenger and baggage cars	6,615 57	6,615 57	.....
Repairs of freight cars	6,573 40	.....	6,573 40
Repairs of tools and machinery in shops	361 30	149 58	211 73
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops	1,947 09	806 10	1,140 99
Totals	\$28,995 31	\$13,159 40	\$15,835 91

EXPENSES—(Continued).

OPERATING THE ROAD.		ALLOTTED TO	
	Amount.	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	\$1,253 09	\$520 85	\$737 24
Agents and clerks	16,152 19	6,687 01	9,465 18
Labor: loading and unloading freight.....	7,128 26	.....	7,128 26
Porters, watchmen, and switchtenders	4,336 13	1,795 16	2,540 97
Conductors, baggage and brakemen	12,638 24	6,864 76	5,773 48
Engineers and firemen	13,120 95	8,862 80	4,258 15
Fuel: cost and labor of preparing for use	15,419 14	6,383 52	9,035 62
Oil and waste	3,825 81	1,588 89	2,241 92
Loss and damage of goods and baggage.....	302 75	125 34	177 41
Damage for injuries of persons	75 00	31 05	43 95
Damage to property, including damages by fire and cattle killed on road.	860 40	356 21	504 19
General superintendence	4,000 00	1,656 00	2,344 00
Contingencies	20,723 66	9,883 44	10,840 22
Totals	\$99,840 62	\$44,750 03	\$55,090 59
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc	\$85,016 69	\$35,196 90	\$49,819 79
Repairs of machinery	28,995 31	13,159 40	15,835 91
Operating	99,840 62	44,750 03	55,090 59
Totals	\$213,852 62	\$93,106 33	\$120,746 29

RAILROAD REPORT.

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EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
From passengers	\$183,316 33
From freight	248,461 48
From other sources	40,338 42
Total	<u>\$472,116 23</u>

RECEIPTS.	
From passengers	\$183,316 33
From freight	248,461 48
Mail	\$10,861 43
Express	9,528 98
Storage	126 50
Telegraph	850 20
Agents	1,835 83
Interest and premiums	17,135 48
	40,338 42
Total	<u>\$472,116 23</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$213,852 62
For interest	80,465 00
For dividends on stock—amount and rate per cent, 4 per cent....	70,832 00
For payments to surplus fund	40,727 57
For rent of leased lines*	66,239 04
Total	<u>\$472,116 23</u>
Total amount of surplus fund.	<u>\$168,955 65</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
May 5	2	....	....	....	....	....	2
1878.								
July 27	1	....	....	....	1	....
August 14	1	1	....	1	1
September 3	1	....	....	....	1
Totals	2	1	2	1	....	2	4

For Carthage, Watertown and Sackett's Harbor Railroad	\$18,499 04
Clayton and Theresa Railroad	14,000 00
Black River and Morristown Railroad	33,746 00
Total	<u>\$66,245 04</u>

Above sums are paid for interest on outstanding bonds at the rate of 7 per cent per annum.
No dividends are paid on the stock of any of the leased lines.

State Engineer and Surveyor.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

October 5. Samuel T. Lapier and a lady, name unknown, were slightly injured, near Port Leyden, by passenger train leaving the track.

1878.

April 27. Frederick H. Beal, brakeman on freight train, in attempting to get on a moving car, at Deer River station, fell beneath and was instantly killed.

August 14. Henry Ritter, walking on track, near Sterlingville, was run over and killed by a work train moving north.

August 14. Henry Gossman, an employe on work train, was slightly injured by the train which was moving north being thrown from the track near Champion.

September 3. William Roberts, an employe making up a freight train at Utica, was caught between the engine and cars and seriously injured.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

DE WITT C. WEST	Lowville.
JOHN THORN.....	Utica.
ISAAC MAYNARD	Utica.
EDMUND A. GRAHAM	Utica.
LEWIS LAWRENCE.....	Utica.
WILLIAM J. BACON	Utica.
RUSSELL WHEELER.....	Utica.
ABIJAH J. WILLIAMS.....	Utica.
ABRAM G. BROWER	Utica.
THEODORE S. SAYRE.....	Utica.
DANIEL B. GOODWIN.....	Waterville.
ROBERT LENOX KENNEDY	New York.
LUDLOW PATTON.....	New York.

DE WITT C. WEST.....	President, Lowville.
ISAAC MAYNARD	Treasurer, Utica.
W. E. HOPKINS	Secretary, Utica.
J. F. MAYNARD	Superintendent, Utica.

Communications intended for this company should be addressed, DE WITT C. WEST, No. 24 Whitesboro street, Utica, Oneida county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) DE WITT C. WEST, *President.*
J. F. MAYNARD, *Supt.*

(No. 185.)

UTICA, CHENANGO AND CORTLAND.

E OF NEW YORK, }
 Cortland County, } ss.:

James S. SQUIRES, Treasurer of the Utica, Chenango and Cortland Railroad Company, being sworn, deposes and says, that the statements in the annexed report, has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES S. SQUIRES

Subscribed and sworn to before me, }
 8th day of November, 1878. }

CHAS. E. SELOVER,
 Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$800,000 00
Amount of stock subscribed	348,000 00
Amount paid in, as by last report.	267,000 00
Amount now paid in of capital stock	267,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry	\$167,484 97	\$167,484 97
Bridges	11,769 04	11,769 04
Structure, including iron	5,701 64	5,701 64
Land damages, and fences	35,366 96	35,366 96
Engineering and agencies	18,801 62	18,801 62
Total cost of road and equipment.....	\$239,124 23	\$239,124 23

CHARACTERISTICS OF ROAD.

Length of road	32 miles.
Length of road in this State	32 "
Length of main line of road from Cortland to the New York and Oswego Midland Railroad, in Otsego	32 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

PERRIN H. MCGRAW	McGrawville, N. Y.
ORSON A. KINNEY	McGrawville, N. Y.
JAMES S. SQUIRES	Cortland, N. Y.
HORATIO BALLARD	Cortland, N. Y.
JAMES C. CARMICHAEL	Cortland, N. Y.
CHAUSEY KEATOR	Cortland, N. Y.
FRED E. KNIGHT	Cortland, N. Y.
GEORGE L. COLB	Cincinnati, N. Y.
RALPH TAYLOR	Pitcher, N. Y.
J. W. PHELPS	Taylor, N. Y.
J. T. BUTMAN	Solen, N. Y.
I. W. MERCHANT	Whitney's Point, N. Y.
HENRY R. LOWE	Middletown, N. Y.
PERRIN H. MCGRAW	President, McGrawville, N. Y.
JAMES S. SQUIRES	Treasurer, Cortland, N. Y.
JAMES C. CARMICHAEL	Secretary, Cortland, N. Y.
FRED E. KNIGHT	Engineer, Cortland, N. Y.

Communications intended for this company should be addressed, Cortland, Cortland county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JAMES S. SQUIRES, *Treasurer.*

(No. 186.)

UTICA, CHENANGO AND SUSQUEHANNA VALLEY.

STATE OF NEW YORK, } ss.:
County, }

SAMUEL SLOAN, President, and W. G. OAKMAN, acting Superintendent of operations of the Utica, Chenango and Susquehanna Valley Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) SAM. SLOAN,
W. G. OAKMAN.

Subscribed and sworn to before me, }
as to Samuel Sloan, this 21st day }
of November, 1878.

LUDWIG R. MILLER,
Notary Public.

Subscribed and sworn to before me, }
by W. G. Oakman, this 15th day }
of November, 1878.

J. M. BUTLER,
Notary Public, Oneida County, N. Y.

RAILROAD REPORT.

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STOCK AND DEBTS.

Total stock, as by charter	\$4,000,000 00
Amount of stock subscribed.....	4,000,000 00
Amount paid in, as by last report.....	4,000,000 00
Amount now paid in of capital stock.....	4,000,000 00
Outstanding debt, as by last report	145,923 73
Amount now of floating debt	146,103 35
Amount now of funded and floating debt.....	146,103 35

This road is leased to, and operated by, the Delaware, Lackawanna and Western Railroad Company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Gravitation and masonry	\$1,054,524 57	\$1,054,524 57
Bridges	166,573 76	166,573 76
Superstructure, including iron.....	1,440,628 97	1,440,628 97
Passenger and freight stations, buildings and fixtures	113,980 85	113,980 85
Engine and car-houses, machine shops, machinery and fixtures	63,668 32	63,668 32
Land damages, and fences	538,752 04	538,752 66
Motives and fixtures, and snow plows.....	125,920 42	125,920 42
Passenger and baggage cars	95,675 20	95,675 20
Freight and other cars	174,902 83	174,902 83
Engineering and agencies	371,475 77	371,475 77
Total cost of road and equipment	\$4,145,923 73	\$4,146,103 35

CHARACTERISTICS OF ROAD.

Length of road.....	76 miles.
Length of road in this State	76 "
Length of road laid	76 "
Length of road laid in this State.....	76 "
Length of double track, including sidings	17.50 "
Length of branches owned by the company, laid.....	22 "
Length of double track laid on same.....	2 "
Weight of rail, per yard, on main track.....	50 to 88½ lbs.
Number of engine-houses and shops.....	5
Number of engines.....	17
Number of first-class passenger cars	14
Number of baggage, mail, and express cars.....	7
Number of freight cars, including coal cars.....	3
Length of main line of road from Utica to Greene	76 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	119,788
Number of miles run by freight trains.....	145,242
Number of passengers (all classes) carried in cars.....	241,236
Number of miles traveled by passengers, or number of passengers carried one mile.....	4,619,394
Number of tons, of 2,000 pounds, of freight carried in cars.....	182,238
Total movement of freight, or number of tons carried one mile.....	11,437,326

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	24
Rate of speed of same when in motion.....	30
Average rate of speed adopted by express trains, including stops...	24
Rate of speed of same when in motion	30
Average rate of speed adopted by freight trains, including stops....	9
Rate of speed of same when in motion.....	14
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	95
Average weight, in tons, of freight trains, exclusive of freight.....	200

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest	8,683
Of animals	3,656
Of vegetable food	12,825
Other agricultural products	6,560
Manufactures	9,373
Merchandise	7,863
Coal	128,117
Other articles.....	5,161
Total	182,238

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers	3 cents.
For first-class way passengers.....	3 "

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$40,723 65	\$18,361 82	\$22,361 83
Repairs of bridges.....	4,822 02	1,411 01	3,411 01
Repairs of telegraph.....	34 76	.....	34 76
Cost of iron used in repairs.....	21,230 00	8,615 00	12,615 00
Allotted to passenger transportation:			
Length in feet.....	36,032 }		
Weight in pounds.....	866,431 }		
Allotted to freight transportation:			
Length in feet.....	40,033 }		
Weight in pounds.....	870,431 }		
Repairs of buildings.....	1,078 06	912 31	165 75
Repairs of fences and gates.....	284 01	.....	284 01
Taxes on real estate.....	20,056 21	9,870 65	10,185 56
Totals.....	\$88,228 71	\$38,170 79	\$49,057 92
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$6,037 76	\$3,073 68	\$2,965 08
Repairs of passenger and baggage cars.....	5,126 47	5,126 47	.....
Repairs of freight cars.....	1,887 65	.....	1,887 65
Repairs of tools and machinery in shops.....	361 80	280 40	81 40
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	453 06	339 26	113 80
Totals.....	\$13,866 74	\$8,818 81	\$5,047 93

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$1,753 07	\$584 02	\$1,168 05
Agents and clerks.....	14,789 98	4,997 52	9,772 16
Labor: loading and unloading freight.....	3,730 98	.....	3,730 98
Porters, watchmen, and switchtenders.....	4,702 52	1,567 50	3,135 02
Wood and water station attendance.....	1,607 96	535 98	1,071 98
Conductors, baggage and brakemen.....	18,011 12	8,015 63	9,995 49
Engineemen and firemen.....	16,246 17	7,470 85	8,775 32
Fuel: cost and labor of preparing for use.....	45,227 10	15,075 70	30,151 40
Oil and waste for engines and tenders.....	1,597 12	708 94	828 18
Oil and waste for freight cars.....	363 16	.....	363 16
Oil and waste for passenger and baggage cars.....	489 43	489 43	.....
Loss and damage of goods and baggage.....	314 00	104 60	209 40
Damage for injuries of persons.....	10,259 87	10,259 87	.....
Damage to property, including damages by fire and cattle killed on road.....	457 00	228 50	228 50
General superintendence.....	1,729 39	576 46	1,152 93
Contingencies.....	55,950 35	6,085 40	50,864 95
Totals.....	\$177,207 62	\$65,760 40	\$121,447 22

RAILROAD REPORT.

603

SUBDIVISION OF CONTINGENCIES.

of cars	\$39,182 82
uses, general office in New York.....	6,568 30
inal expenses in New York.....	5,255 35
l expenses.....	1,996 78
ries.....	2,947 10
Total	\$65,950 35

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
aining road-bed, etc.....	\$88,228 71	\$39,170 79	\$49,057 92
irs of machinery.....	13,866 74	8,818 81	5,047 93
ating	177,207 62	55,760 40	121,447 22
Totals,	\$279,303 07	\$103,750 00	\$175,553 07

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
From passengers.....	\$124,760 11
From freight.....	268,792 98
From other sources.....	17,800 16
Total	\$411,353 25

RECEIPTS.	
From passengers.....	\$124,760 11
From freight.....	268,792 98
Express	\$9,977 20
ails	6,281 00
torage.....	138 17
ents.....	1,403 79
	17,800 16
Total	\$411,353 25

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$279,303 07
For interest on stock, as per lease*	240,000 00
Total	\$519,303 07

RE.—Guaranteed by the Delaware, Lackawanna and Western Railroad Company.

State Engineer and Surveyor.

EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$1,752 07	\$584 02	\$1,168 05
Agents and clerks.....	14,789 68	4,997 52	9,792 16
Labor: loading and unloading freight.....	3,730 68	.....	3,730 68
Porters, watchmen, and switchtenders.....	4,762 52	1,567 50	3,195 02
Wood and water station attendance.....	1,607 96	535 98	1,071 98
Conductors, baggage and brakemen.....	18,011 12	8,015 63	9,995 49
Engineemen and firemen.....	16,246 17	7,470 85	8,775 32
Fuel: cost and labor of preparing for use.....	45,227 10	15,075 70	30,151 40
Oil and waste for engines and tenders.....	1,567 12	708 94	858 18
Oil and waste for freight cars.....	363 16	.....	363 16
Oil and waste for passenger and baggage cars.....	489 43	489 43	.....
Loss and damage of goods and baggage.....	314 00	104 60	209 40
Damage for injuries of persons.....	10,259 87	10,259 87	.....
Damage to property, including damages by fire and cattle killed on road.....	457 00	238 50	218 50
General superintendence.....	1,729 39	576 46	1,152 93
Contingencies.....	55,950 35	5,085 40	50,864 95
Totals.....	\$177,207 62	\$55,760 40	\$121,447 22

RAILROAD REPORT.

603

SUBDIVISION OF CONTINGENCIES.

of cars	\$39,182 82
ences, general office in New York.	6,568 30
inual expenses in New York.	5,255 35
al expenses.	1,996 78
ries.	2,947 10
Total	\$55,950 35

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
maintaining road-bed, etc.	\$88,228 71	\$39,170 79	\$49,057 92
airs of machinery.	13,866 74	8,818 81	5,047 93
ating	177,207 62	55,760 40	121,447 22
Totals.	\$279,303 07	\$103,750 00	\$175,553 07

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
From passengers.	\$124,760 11
From freight.	268,792 98
From other sources.	17,800 16
Total	\$411,353 25

RECEIPTS.	
From passengers.	\$124,760 11
From freight.	268,792 98
Express	\$9,977 20
Mails	6,281 00
Storage	138 17
Rents	1,403 79
	17,800 16
Total	\$411,353 25

PAYMENTS OTHER THAN FOR CONSTRUCTION.	
For transportation expenses	\$279,303 07
For interest on stock, as per lease*	240,000 00
Total	\$519,303 07

NOTE.—Guaranteed by the Delaware, Lackawanna and Western Railroad Company.

State Engineer and Surveyor.

ACCIDENTS.

DATE.		PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.									
October	25.....	....	....	....	1	....	....	....	1
November	26.....	....	....	....	1	....	....	....	1
December	3.....	....	....	....	1	....	....	....	1
December	25.....	....	....	....	....	....	1	....	1
1878.									
January	10.....	....	....	....	1	....	....	....	1
January	21.....	....	....	....	1	....	....	....	1
January	31.....	....	....	....	1	....	....	....	1
March	2.....	....	....	....	1	....	....	....	1
May	8.....	....	....	....	1	....	....	....	1
June	4.....	....	....	....	....	....	1	....	1
September	6.....	....	....	....	1	....	1	....	2
September	28.....	....	....	....	1	....	....	....	1
Total.....		....	....	....	10	....	3	....	13

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

October 25. D. Shoemaker, brakeman, was seriously crushed between cars at Bridgewater; not permanently injured.

November 26. J. H. Jones, brakeman, had fingers of right hand crushed while coupling cars at Richfield Junction.

December 3. Jerry Breunau, brakeman, had right hand seriously injured, coupling cars at Greene.

December 25. Michael Mulligan, intoxicated, attempting to board train at Sherburne, fell under the cars and lost left arm.

1878.

January 10. George Dornmasel, yardman at Utica, coupling cars, caught his arm between bumpers, and badly crushed at elbow.

January 21. John A. Banks, brakeman, had left thigh badly bruised, being caught between engine and car while coupling at Waterville.

January 31. William S. Miller, brakeman, fell under car in motion at Binghamton; was severely bruised about body, and lost finger of right hand.

March 2. James Ryan, yardman at Utica, had right foot slightly bruised, being caught between cars while switching.

May 8. Timothy Ryan, switchman, Utica yard, had his foot caught between bumpers and somewhat injured.

June 4. William Patrick, stealing a ride when intoxicated, fell under passenger train, at Sangerfield, and lost his leg below the knee.

September 6. W. L. Hayward, brakeman, had fingers of right hand lacerated by brake rod of coal car, at Utica.

September 6. An unknown man, intoxicated, was struck by gravel train, near
 Sardesville, but not seriously injured.

September 28. John Carroll, brakeman, was struck on the head by false work of
 bridge, at Sherburne, and slightly injured.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

SAMUEL SLOAN	New York City.
MOSES TAYLOR.....	New York City.
WILLIAM E. DODGE.....	New York City.
PERCY R. PYNE.....	New York City.
JOHN BRISBIN	New York City.
LEWIS LAWRENCE	Utica.
MILES C. CONSTOCK	Utica.
W. G. OAKMAN	Utica.
ELI AVERY	Paris.
E. W. CHADWICK.....	Chadwick.
D. B. GOODWIN	Waterville.
DEVILLO WHITE.....	Sherburne.
HIRAM HURLBULT	Utica.

SAMUEL SLOAN.....	President, New York City.
F. H. GIBBENS.....	Treasurer, New York City.
FRED. F. CHAMBERS.....	Secretary, New York City.
W. G. OAKMAN	Superintendent, Utica.

Communications intended for this company should be addressed, SAMUEL SLOAN,
 26 Exchange place, New York city.

The undersigned have caused the foregoing statements to be prepared by the
 officers and agents of this company, from the books and records, and have
 signed them as far as practicable, and believe them to be correct.

(Signed) SAM. SLOAN, *President.*
 W. G. OAKMAN, *Supt.*

(No. 187.)

UTICA, CLINTON AND BINGHAMTON.

CITY OF NEW YORK, } ss.:
 Oneida County,

S. WILLIAMS, President, and W. G. OAKMAN, acting Superintendent of operations
 of Utica, Clinton and Binghamton Railroad Company, being severally sworn,
 for himself deposes and says, that the statements in the annexed report, which

has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

O. S. WILLIAMS,
W. G. OAKMAN.

Subscribed and sworn to before me, }
by O. S. Williams, this 27th day of }
November, 1878.

A. W. MILLS,

Notary Public, Oneida County.

Subscribed and sworn to before me, }
by W. G. Oakman, this 15th day of }
November, 1878.

J. M. BUTLER,

Notary Public, Oneida County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$1,000,000 00
Amount of stock subscribed	640,325 70
Amount paid in, as by last report.	640,325 70
Total amount now paid in of capital stock.....	640,325 70
Funded debt, as by last report.....	800,000 00
Total amount now of funded debt.....	800,000 00
Floating debt, as by last report.....	53,500 00
The amount now of floating debt.....	53,500 00
Total amount now of funded and floating debt.....	853,500 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

This railroad is leased to the Delaware, Lackawanna and Western Railroad Company, and the statements herein for the operations only of the road are furnished by the latter company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry		
For bridges		
Superstructure, including iron		
Passenger and freight stations, buildings and fixtures	\$947,607 99	\$947,607 99
Engine and car houses, machine shops, machinery and fixtures.....		
Land, land damages, and fences	268,246 91	268,246 91
Locomotives and fixtures, and snow plows		
Passenger and baggage cars.....	65,038 81	65,038 81
Freight and other cars.....		
Engineering and agencies	18,623 64	18,623 64
Total cost of road and equipment.....	\$1,299,517 35	\$1,299,517 35

NOTE.—The Utica, Clinton and Binghamton Railroad consists of a steam road, leased to the Delaware and Hudson Canal Company, and operated by the Delaware, Lackawanna and Western Railroad Company, and also of a horse railroad through the city of Utica to New Hartford and Whitesboro, operated by the company.

State Engineer and Surveyor.

road was built by contract for a gross sum, and, therefore, items in first set in foregoing table cannot be stated separately.

CHARACTERISTICS OF ROAD.

Length of road.....	31.30 miles.
Length of road in this State.....	31.30 "
Length of road laid.....	31.30 "
Length of road laid in this State.....	31.30 "
Length of double track, including sidings.....	5 "
Cost of rail, per yard, on main track.....	50 to 62 lbs.
Number of engine-houses and shops.....	2
Number of engines.....	2
Number of first-class passenger cars.....	3
Number of baggage, mail, and express cars.....	2
Length of main line of road from Utica to Smith's Valley.....	31.30 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	25,197
Number of miles run by freight trains.....	21,017
Number of passengers (all classes) carried in cars.....	78,428
Number of miles traveled by passengers, or number of passengers carried one mile.....	859,611
Number of tons, of 2,000 pounds, of freight carried in cars.....	76,236
Number of tons, of 2,000 pounds, of freight carried one mile.....	1,490,872
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion.....	26
Average rate of speed adopted by express trains, including stops.....	20
Rate of speed of same when in motion.....	26
Average rate of speed adopted by freight trains, including stops.....	9
Rate of speed of same when in motion.....	12
Weight, in tons, of passenger trains, exclusive of passengers and baggage.....	65
Weight, in tons, of freight trains, exclusive of freight.....	200

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest.....	5,429
Animals.....	1,775
Edible food.....	5,439
Agricultural products.....	2,938
Manufactures.....	3,487
Merchandise.....	2,616
Articles.....	52,295
Total.....	2,247
Total.....	76,236

RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

First-class through passengers.....	3 cents.
First-class day passengers.....	3 "

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.	\$15,558 18	\$7,779 09	\$7,779 09
Repairs of bridges.	1,659 77	829 88	829 89
Repairs of buildings.	404 62	362 05	42 57
Repairs of fences and gates.	58 51	29 25	29 26
Taxes on real estate.	5,613 18	2,806 59	2,806 59
Totals.	\$23,294 26	\$11,806 86	\$11,487 40
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$1,625 26	\$809 49	\$815 77
Repairs of passenger and baggage cars.	608 75	608 75	.....
Repairs of freight cars.	195 31	.....	195 31
Totals.	\$2,429 32	\$1,418 24	\$1,011 08

RAILROAD REPORT.

609

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$312 47	\$156 23	\$156 24
Agents and clerks	4,407 61	2,203 80	2,203 81
Labor: loading and unloading freight.	1,136 05	.....	1,136 05
Porters, watchmen, and switchtenders.	1,826 91	913 45	913 46
Wood and water station attendance.	129 16	64 58	64 58
Conductors, baggage and brakemen.	4,565 71	2,120 77	2,444 94
Enginemen and firemen.	3,743 92	1,707 78	2,036 14
Fuel: cost and labor of preparing for use.	9,222 24	4,611 12	4,611 12
Oil and waste for engines and tenders.	281 02	142 48	138 54
Oil and waste for freight cars.	31 96	.....	31 96
Oil and waste for passenger and baggage cars.	67 49	67 49	.....
Loss and damage of goods and baggage.	9 86	9 86	.....
Damage for injuries of persons.	21 82	21 82	.....
Damage to property, including damages by fire and cattle killed on road.	66 91	83 40	33 51
General superintendence.	384 00	192 00	192 00
Contingencies	7,591 53	795 76	6,795 77
Totals.	\$33,798 66	\$13,040 54	\$20,758 12

SUBDIVISION OF CONTINGENCIES.

Use of cars.....	\$6,813 21
Sundries.....	778 32
Total	<u>\$7,591 53</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$23,294 26	\$11,806 86	\$11,487 40
Repairs of machinery	2,429 32	1,418 24	1,011 08
Operating	33,798 66	13,040 54	20,758 12
Totals	<u>\$59,522 24</u>	<u>\$26,265 64</u>	<u>\$33,256 60</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$31,371 31
From freight.....	40,982 71
From other sources.....	5,746 06
Total	<u>\$78,100 08</u>

2d. RECEIPTS.

From passengers.....	\$31,371 31
From freight.....	40,982 71
Express.....	\$2,250 00
Mail.....	1,820 97
Rents, etc.	1,675 09
Total	<u>\$78,100 08</u>

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$59,522 24
For rental from the lessee*.....	70,000 00
Total	<u>\$129,522 24</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

June 12. Thomas Welch, a farmer, drove on the track near New Hartford, and was struck by passenger train and somewhat bruised.

* NOTE.—Interest on preferred stock to city of Utica.....	\$10,000 00
Interest on bonds.....	56,000 00
Interest on floating debt.....	4,000 00
	<u>\$70,000 00</u>

State Engineer and Surveyor.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

O. S. WILLIAMS	Clinton, N. Y.
JOHN THORN	Utica, N. Y.
ISAAC MAYNARD	Utica, N. Y.
HENRY HOPSON	Utica, N. Y.
ROBERT S. WILLIAMS	Utica, N. Y.
JOHN E. ELLIOTT	Clinton, N. Y.
ANDREW W. MILLS	Clinton, N. Y.
L. B. WEST	Hamilton, N. Y.
DAVID W. MINER	Oriskany Falls, N. Y.
JOSEPH W. FORWARD	Bouckville, N. Y.
MORRIS B. PHELPS	Watertown, N. Y.
ALEX. HOLLAND	New York City.
CHARLES H. SMYTHE	Clinton, N. Y.

O. S. WILLIAMS

President.

J. W. CHURCH

Secretary.

Communications intended for this company should be addressed, O. S. WILLIAMS,
Main street, Utica, Oneida county, N. Y.

undersigned have caused the foregoing statements to be prepared by the
officers and agents of this company, from the books and records, and have
examined them as far as practicable, and believe them to be correct.

(Signed) O. S. WILLIAMS, *President.*
W. G. OAKMAN, *Superintendent.*

(No. 188.)

UTICA, ITHACA AND ELMIRA.

E OF NEW YORK, }
Chemung County, } ss.:

W. SERAT, Treasurer, and Jos. RODBOURN, Vice-President and General Manager
Utica, Ithaca and Elmira Railway Company, being severally sworn, each for
himself deposes and says, that the statements in the annexed report, which has
been signed by each of them, at the end thereof, are true and correct, according to the
best of his knowledge, information, and belief.

(Signed) M. W. SERAT,
J. RODBOURN.

Subscribed and sworn to before me, }
28th day of November, 1878. }

GEO. S. SADLER,

Notary Public in and for said County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$2,000,000 00
Amount of stock subscribed.....	2,000,000 00
Total amount now paid in of capital stock.....	2,000,000 00

Under a judgment of the Supreme Court of the State of New York, rendered the 28th day of January, 1878, authorizing the foreclosure of the first mortgage bonds and sale of the property, the road was sold on the 30th day of April, and reorganized under the name of the Utica, Ithaca and Elmira Railway Company, under date of May 11, 1878.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$1,157,477 96	\$1,157,477 96
For bridges	398,741 12	398,741 12
Superstructure, including iron.....	772,457 61	772,600 75
Passenger and freight stations, buildings and fixtures	16,601 62	20,479 30
Engine and car-houses, machine shops, machinery and fixtures	18,613 50	20,125 78
Land, land damages, and fences	239,114 76	239,540 13
Locomotives and fixtures, and snow plows	45,906 00	45,906 00
Passenger and baggage cars	49,022 84	49,115 31
Freight and other cars.....	56,800 00	56,850 00
Engineering and agencies	95,184 15	95,154 15
Total cost of road and equipment	\$2,849,919 56	\$2,856,090 50

CHARACTERISTICS OF ROAD.

Length of road	71 miles.
Length of road in this State	71 "
Length of road laid.....	66 "
Length of road laid in this State.....	66 "
Length of double track, including sidings.....	10 "
Weight of rail, per yard, on main track	56 and 60 lbs.
Number of engine-houses and shops	3
Number of engines	4
Number of first-class passenger cars.....	8
Number of baggage, mail, and express cars.....	5
Number of freight cars, including coal cars.....	36
Number of service cars.....	20
Length of main line of road from Elmira to Cortland.....	71 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	141,273
Number of miles run by freight trains	69,979
Number of passengers (all classes) carried in cars.....	108,265
Number of miles traveled by passengers, or number of passengers carried one mile	2,172,627
Number of tons, of 2,000 pounds, of freight carried in cars.....	88,120
Total movement of freight, or number of tons carried one mile.....	4,126,622

average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
of speed of same when in motion.....	24
average rate of speed adopted by express trains, including stops....	23
of speed of same when in motion.....	25
average rate of speed adopted by freight trains, including stops....	8
of speed of same when in motion.....	12
average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	60
average weight, in tons, of freight trains, exclusive of freight.....	100

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

the products of the forest.....	18,080
animals.....	1,560
vegetable food.....	7,134
agricultural products.....	234
manufactures.....	6,825
handise.....	1,875
.....	42,836
articles.....	9,576
Total.....	88,120

RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

commutation passengers.....	2 cents.
first-class through passengers.....	3 "
first-class way passengers	4 "

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron	\$36,516 65	\$24,344 43	\$12,172 22
Repairs of bridges	2,384 92	1,589 95	794 97
Repairs of telegraph	307 06	204 71	102 35
Cost of iron used in repairs.....	6,380 08	4,253 39	2,126 69
Allotted to passenger transportation:			
Length in feet.....	12,873		
Weight in pounds	257,467		
Allotted to freight transportation:			
Length in feet.....	6,437		
Weight in pounds.....	128,738		
Repairs of buildings	849 55	566 37	283 18
Repairs of fences and gates.....	549 83	366 55	183 28
Taxes on real estate.....	7,468 45	4,978 97	2,489 48
Totals	\$54,456 54	\$36,304 37	\$18,152 17
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$5,389 35	\$3,592 90	\$1,796 45
Repairs of passenger and baggage cars	3,057 19	3,057 19	.....
Repairs of freight cars	3,580 74	.....	3,580 74
Repairs of tools and machinery in shops	971 14	647 43	323 71
Totals	\$12,998 42	\$7,297 52	\$5,700 90

EXPENSES—(Continued).

RAILROAD REPORT.

615

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	\$9,943 83	\$4,474 72	\$5,469 11
Agents and clerks	9,328 03	4,197 61	5,130 42
Labor: loading and unloading freight.....	559 51	.....	559 51
Porters, watchmen, and switchtenders	855 60	385 02	470 58
Conductors, baggage and brakemen	8,211 94	3,691 28	4,520 66
Enginemen and firemen.....	10,607 14	4,561 01	6,046 13
Fuel: cost and labor of preparing for use.....	16,748 90	11,165 93	5,582 97
Oil and waste for engines and tenders.....	1,896 64	1,264 43	632 21
Oil and waste for freight cars.....	474 15	.....	474 15
Oil and waste for passenger and baggage cars.....	158 04	158 04	.....
Loss and damage of goods and baggage	8 82	.....	8 82
Damage to property, including damages by fire and cattle killed on road,	104 00	46 80	57 20
General superintendence.....	7,553 54	3,399 09	4,154 45
Contingencies	17,548 60	3,923 63	13,624 97
Totals	\$83,998 74	\$37,267 56	\$46,731 18

SUBDIVISION OF CONTINGENCIES.

Rents	\$121 90
Insurance	293 28
Interest and exchange	287 70
Car service	7,806 11
Engine service	2,000 00
Trackage	7,039 61
Total	\$17,548 60

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.	\$54,456 54	\$36,304 37	\$18,152 17
Repairs of machinery.	12,998 42	7,297 52	5,700 90
Operating.	83,998 74	37,297 56	46,731 18
Totals	\$151,453 70	\$80,899 45	\$70,584 25

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers	\$60,554 50
From freight	75,518 35
From other sources	11,469 24
Total	\$147,542 09

2d. RECEIPTS.

From passengers	\$60,554 50
From freight	75,518 35
Mail	\$4,806 45
Express	4,342 58
Telegraph	162 50
Old rails and metals	1,019 56
Rents	15 00
Car service	1,123 15
	11,469 24
Total	\$147,542 09

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$151,453 70
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE J. RICE	Horseheads, N. Y.
JOSEPH RODBOURN	Breesport, N. Y.
D. D. REYNOLDS	Horseheads, N. Y.
E. K. GOODNOW	New York City.
D. A. LINDLEY	New York City.
HENRY W. POOR	New York City.
A. A. MARSH	New York City.
ROBERT T. TURNER	Elmira, N. Y.
S. T. REYNOLDS	Elmira, N. Y.
JAMES H. RODBOURN	Erin, N. Y.
WILLIAM S. COPELAND	Cortland, N. Y.
FRANK C. CORNELL ..	Ithaca, N. Y.
W. P. ROGERS	Brooklyn, N. Y.

GEORGE J. RICE	President, Horseheads, N. Y.
M. W. SERAT	Treasurer, Elmira, N. Y.
D. S. GREENOUGH	Secretary, Elmira, N. Y.
JOSEPH RODBOURN	General Manager, Breesport, N. Y.

communications intended for this company should be addressed, GEORGE J. RICE,
President, Elmira, Chemung county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the
proper officers and agents of this company, from the books and records, and have
examined them as far as practicable, and believe them to be correct.

(Signed) J. RODBOURN, *Gen. Manager.*
M. W. SERAT, *Treasurer.*

(No. 189.)

VALLEY.

STATE OF PENNSYLVANIA, }
Lackawanna County, } ss.:

WILLIAM F. HALLSTEAD, acting Superintendent of operations of the Valley Railroad
Company, being duly sworn, deposes and says, that the statements in the annexed
report, which has been signed by him, at the end thereof, are true and correct,
according to the best of his knowledge, information, and belief.

(Signed) W. F. HALLSTEAD, *Supt.*

Subscribed and sworn to before me, }
this 21st day of November, 1878. }

JAMES RUTHEVEN,

Notary Public.

STATE OF NEW YORK, }
New York City and County, } ss. :

FRED F. CHAMBERS, Treasurer of the Valley Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) FRED F. CHAMBERS.

Subscribed and sworn to before me,
 as to Fred F. Chambers, this 13th
 day of November, 1878. }

LUDWIG R. MILLER,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$750,000 00
Amount of stock subscribed	750,000 00
Amount paid in, as by last report.....	750,000 00
Total amount now paid in of capital stock.....	750,000 00
Floating debt, as by last report.....	92,900 92
The amount now of floating debt.....	93,083 54
Total amount now of funded and floating debt.....	93,083 54

This road is leased and operated by the Delaware, Lackawanna and Western Railroad Company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$464,351 18	\$464,351 18
For bridges	68,254 22	68,254 22
Superstructure, including iron.....	180,310 98	180,310 98
Passenger and freight stations, buildings and fixtures	5,652 85	5,652 85
Land, land damages, and fences.....	92,127 09	95,289 71
Engineering and agencies	32,204 60	29,204 60
Total cost of road and equipment	\$842,900 92	\$843,083 54

CHARACTERISTICS OF ROAD.

Length of road.....	11.50 miles.
Length of road in this State.....	11.50 "
Length of road laid.....	11.50 "
Length of road laid in this State.....	11.50 "
Length of double track, including sidings	1 "
Weight of rail, per yard, on main track	60 to 68½ lbs.
Length of main line of road from State line to Binghamton.....	11.50 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	24,286
Number of miles run by freight trains.....	52,589
Number of passengers (all classes) carried in cars	64,947
Number of miles traveled by passengers, or number of passengers carried one mile	658,933

RAILROAD REPORT.

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Number of tons, of 2,000 pounds, of freight carried in cars	931,772
Total movement of freight, or number of tons carried one mile	10,190,420
Rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	25
Rate of speed of same when in motion	30
Rate of speed adopted by express trains, including stops	25
Rate of speed of same when in motion	30
Rate of speed adopted by freight trains, including stops	10
Rate of speed of same when in motion	12
Weight, in tons, of passenger trains, exclusive of passengers and baggage	100
Weight, in tons, of freight trains, exclusive of freight	200

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest	6,661
Animals	8,956
Vegetable food	75,025
Agricultural products	4,171
Manufactures	26,635
Merchandise	49,435
Other articles	748,884
Total	12,005
Total	931,772

RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

First-class through passengers	3 cents.
First-class way passengers	3 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$8,564 76	\$856 47	\$7,708 29
Repairs of bridges.....	905 58	90 55	815 03
Repairs of telegraph.....	80 97	8 09	72 88
Cost of iron used in repairs.....	8,200 00	820 00	7,380 00
Allotted to passenger transportation:			
Length in feet.....	3,630		
Weight in pounds.....	82,880		
Allotted to freight transportation:			
Length in feet.....	32,668		
Weight in pounds.....	746,920		
Repairs of buildings.....	1,484 66	703 43	781 23
Repairs of fences and gates.....	66 86	33 43	33 43
Taxes on real estate.....	4,003 00	2,001 50	2,001 50
Totals.....	\$23,305 83	\$4,513 47	\$18,792 36
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$4,799 01	\$838 28	\$3,960 73
Repairs of passenger and baggage cars.....	1,279 15	1,279 15	.....
Repairs of freight cars.....	8,481 46	.....	8,481 46
Repairs of tools and machinery in shops.....	428 79	107 19	321 60
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	1,163 83	361 73	802 11
Totals.....	\$16,152 24	\$2,586 34	\$13,565 90

EXPENSES—(Continued).

RAILROAD REPORT.

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OPERATING THE ROAD.	Amount.	ALLOCATED TO:	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$415 54	\$41 55	\$373 99
Agents and clerks	2,977 18	297 71	2,679 47
Labor: loading and unloading freight	616 16	.....	616 16
Porters, watchmen, and switchtenders	1,133 31	113 33	1,019 98
Wood and water station attendance	711 72	71 17	640 55
Conductors, baggage and brakemen	8,883 93	920 95	7,962 98
Enginemen and firemen	8,559 60	1,309 65	7,249 95
Fuel: cost and labor of preparing for use.....	10,263 89	2,026 38	8,237 51
Oil and waste for engines and tenders	982 76	143 62	839 14
Oil and waste for freight cars	2,257 39	.....	2,257 39
Oil and waste for passenger and baggage cars	237 73	237 73	.....
Loss and damage of goods and baggage.....	69 19	34 59	34 60
Damage for injuries of persons	807 93	407 80	400 13
Damages to property, including damages by fire and cattle killed on road	32 25	16 12	16 13
General superintendence	362 49	181 20	181 29
Contingencies	5,953 32	1,300 50	4,652 82
Totals	\$44,164 89	\$7,102 30	\$37,062 09

SUBDIVISION OF CONTINGENCIES.

Use of cars.....	\$4,105 82
Current expenses New York office.....	797 87
Terminal expenses.....	547 37
Legal expenses.....	123 44
Insurance.....	188 22
Sundries.....	190 60
Total.....	\$5,953 32

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$23,305 83	\$4,512 47	\$18,792 36
Repairs of machinery.....	16,152 24	2,586 34	13,565 90
Operating.....	44,164 39	7,102 30	37,062 09
Totals.....	\$83,622 46	\$14,202 11	\$69,420 35

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.

From passengers.....	\$15,787 90
From freight.....	135,916 61
From other sources.....	2,794 76
Total.....	\$154,499 27

2d. RECEIPTS.

From passengers.....	\$15,787 90
From freight.....	135,916 61
Express.....	\$1,760 00
Mail.....	1,034 76
	2,794 76
Total.....	\$154,499 27

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$83,622 46
For interest on stock, as per lease*.....	60,000 00
To payments to surplus fund†.....	10,876 81
Total.....	\$154,499 27

* NOTE. — Guaranteed by the Delaware, Lackawanna and Western Railroad Company.

† Profit of the Delaware, Lackawanna and Western Railroad Company.

State Engineer and Surveyor.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

MOSES TAYLOR	New York City.
SAMUEL SLOAN.....	New York City.
PERCY R. PYNE.....	New York City.
JOHN BRUSEIN	New York City.
WM. WALTER PHELPS.....	New York City.
GEORGE BLISS.....	New York City.
CHARLES E. CARRYL.....	New York City.
R. G. ROLSTON.....	New York City.
FRED F. CHAMBERS.....	New York City.
BENJ. CARTWRIGHT*.....	
WILLIAM KELLY*.....	New York City.

MOSES TAYLOR.....	President.
FRED F. CHAMBERS	Treasurer and Secretary.
W. F. HALLSTED.....	Superintendent.

communications intended for this company should be addressed, No. 26 Exchange
ce, New York city.

The undersigned have caused the foregoing statements to be prepared by the
per officers and agents of this company, from the books and records, and have
mined them as far as practicable, and believe them to be correct.

(Signed) FRED F. CHAMBERS, *Treasurer.*
W. F. HALLSTED, *Superintendent.*

(No. 190.)

WALKILL VALLEY.

STATE OF NEW YORK, }
Ulster County, } ss.:

M. WINCHELL, Treasurer, and JAMES H. JONES, acting Superintendent of operations
the Walkill Valley Railroad Company, being severally sworn, each for himself
oses and says, that the statements in the annexed report, which has been signed
each of them, at the end thereof, are true and correct, according to the best of
knowledge, information, and belief.

(Signed) M. WINCHELL,
J. H. JONES.

scribed and sworn to before me, }
his 25th day of November, 1878. }

CHARLES BRAY,
Notary Public.

STOCK AND DEBTS.

Amount of stock subscribed	330,000 00
Amount paid in, as by last report	330,000 00
Total amount now paid in of capital stock	330,000 00
Funded debt, as by last report	200,000 00
Total amount now of funded debt*	532,000 00
Floating debt, as by last report	45,258 81
The amount now of floating debt	90,054 18
Total amount now of funded and floating debt	622,054 18

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry		\$33,087 32
For bridges	\$2,353 64	10,131 85
Superstructure, including iron	88,750 10	74,881 15
Engine and car houses, machine-shops, machinery and fixtures		46 96
Land, land damages, and fences	50 00	3,849 39
Locomotives and fixtures, and snow plows	8,258 00	16,808 43
Passenger and baggage cars	11,904 00	12,369 75
Freight and other cars	6,302 00	9,620 75
Engineering and agencies	4 94	1,950 14
Cost of Walkill Valley Railway and its franchises	128,000 00	128,000 00
Total cost of road and equipment	\$245,602 68	\$290,495 74

CHARACTERISTICS OF ROAD.

Length of road	85.25 miles.
Length of road in this State	85.25 "
Length of road laid	33 "
Length of road laid in this State	33 "
Length of double track, including sidings	5 "
Weight of rail, per yard, on main track	56 and 62 lbs.
Number of engine-houses and shops	1
Number of engines	2
Number of first-class passenger cars	2
Number of baggage, mail, and express cars	3
Number of freight cars, including coal cars	16
Number of service cars	6
Length of main line of road from Montgomery to Albany	85.25 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	49,205
Number of miles run by freight trains	28,481
Number of passengers (all classes) carried in cars	68,632
Number of miles traveled by passengers, or number of passengers carried one mile	945,246
Number of tons, of 2,000 pounds, of freight carried in cars	54,638
Total movement of freight, or number of tons carried one mile	1,098,277

* First mortgage bonds	\$302,000 00
Second mortgage income bonds	330,000 00

Total

\$632,000 00

average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	25
of speed of same when in motion	32
average rate of speed adopted by express trains, including stops ..	25
of speed of same when in motion	32
average rate of speed adopted by freight trains, including stops....	10
of speed of same when in motion	12
average weight, in tons, of freight trains, exclusive of freight.....	125

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

the products of the forest,	2,904
animals.....	5,048
vegetable food.....	169
agricultural products	9,346
manufactures	22,050
handise	2,904
articles	9,731
	2,426
Total	54,638

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES
PER MILE, AS FOLLOWS:

first-class through passengers	2 cents.
first-class way passengers.....	3 "

EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.	\$13,006 45	\$5,202 58	\$7,803 87
Repairs of bridges.	647 35	218 94	328 41
Repairs of buildings.	178 07	71 22	108 85
Repairs of fences and gates.	73 14	29 24	43 90
Taxes on real estate.	7,731 79	3,092 70	4,639 09
Totals.	\$21,536 80	\$8,614 68	\$12,922 12
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.	\$3,154 03	\$1,261 60	\$1,892 43
Repairs of passenger and baggage cars.	622 60	622 60	.....
Repairs of freight cars.	768 42	768 42
Totals.	\$4,545 05	\$1,884 20	\$2,660 85

EXPENSES—(Continued).

RAILROAD REPORT.

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OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$2,512 18	\$1,004 86	\$1,507 32
Train and station supplies	1,434 65	573 86	860 79
Agents and clerks	3,837 70	1,535 08	2,302 62
Labor: loading and unloading freight	2,073 07	.....	2,073 07
Porters, watchmen, and switchtenders	1,004 19	401 66	602 53
Wood and water station attendance	260 56	104 22	156 34
Conductors, baggage and brakemen	3,742 35	1,496 94	2,245 41
Enginemen and firemen	2,787 79	1,115 12	1,672 67
Fuel: cost and labor of preparing for use	14,032 41	5,612 96	8,419 45
Oil and waste for engines and tenders	1,256 01	502 40	753 61
Oil and waste for freight cars .....	.....	.....	.....
Oil and waste for passenger and baggage cars	42 53	.....	42 53
Loss and damage of goods and baggage	118 38	.....	118 38
Damage for injuries of persons	303 00	121 00	182 00
Damage to property, including damages by fire and cattle killed on road	606 11	242 44	363 67
Operating road	900 00	360 00	540 00
General superintendence	8,390 44	1,356 16	2,034 28
Use of rolling stock	34 35	13 74	20 61
Contingencies	1,905 22	762 08	1,143 14
Rents .....	.....	.....	.....
Totals	\$40,240 94	\$15,302 52	\$25,038 42

SUBDIVISION OF CONTINGENCIES.

Proportional expense of State Engineer	\$5 50
Traveling expenses.....	28 85
Total	<u>\$34 35</u>

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.	\$21,536 80	\$8,614 68	\$12,922 12
Repairs of machinery	4,545 05	1,884 20	2,660 85
Operating.....	40,240 94	15,202 52	25,038 42
Totals.	<u>\$66,322 79</u>	<u>\$25,701 40</u>	<u>\$40,621 39</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS.

From passengers	\$26,746 62
From freight.....	54,126 70
From other sources	3,862 56
Total	<u>\$84,735 88</u>

2D. RECEIPTS.

From passengers.....	\$26,746 62
From freight.....	54,126 70
Express	\$1,483 86
Mail	1,747 83
Telegraph	508 93
Car mileage.....	122 14
	<u>3,862 56</u>
Total	<u>\$84,735 88</u>

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$66,322 79
For interest	16,601 56
To payments to surplus fund	1,811 53
Total	<u>\$84,735 88</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
May 7.....	1	.....	.....	.....	1	.....
May 13.....	1	.....	1	.....
June 17.....	1	.....	1	.....
June 22.....	1	1	.....	.....	1	1
Totals	2	1	2	.....	4	1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

May 7. James Graham inadvertently jumped from car at Shawangunk, and fell underneath; both legs were crushed; died afterwards.

May 13. Mary Wolfes was instantly killed while riding in a street car, the driver the same having attempted to cross in front of an approaching train, at the junction of Greenhill and Union avenues.

June 17. Patrick Matthews, attempting to run in front of an approaching train at Kingston, was killed.

June 23. Wilson Short, killed; George Moxham, fractured arm by construction in colliding with yard engine at Kingston.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

THOMAS CORNELL.....	Rondout, N. Y.
AMBROSE S. MURRAY.....	Goshen, N. Y.
THOMAS B. FITCH.....	Syracuse, N. Y.
DARIUS R. MANGUM.....	New York.
THOMAS W. SHANNON.....	New York.
SAMUEL D. COYKENDALL.....	Rondout, N. Y.
ALVA S. STAPLES.....	Rondout, N. Y.
CHARLES BRAY.....	Rondout, N. Y.
FLOYD S. MCKINSTRY.....	Gardiner, N. Y.
JACOB LEFEVER.....	New Paltz, N. Y.
AMBROSE S. MURRAY.....	New York.
ANTHONY BENSON.....	Kingston, N. Y.
SETH M. CAPRON.....	Walden, N. Y.

THOMAS CORNELL.....	President, Rondout, N. Y.
M. WINCHELL.....	Treasurer, Rondout, N. Y.
E. A. JAQUES.....	Secretary, Rondout, N. Y.
J. P. GOULD.....	Engineer, Rondout, N. Y.
J. H. JONES.....	Superintendent, Rondout, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) M. WINCHELL, *Treasurer.*
J. H. JONES, *Superintendent.*

(No. 191.)

WARWICK VALLEY.

STATE OF NEW YORK, }
Orange County, } ss.:

GRINNELL BURT, President of the Warwick Valley Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been

signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GRINNELL BURT.

Subscribed and sworn to before me, }
this 2d day of December, 1878. }

NATH'L R. BRADNER,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$225,000 00
Amount of stock subscribed	225,000 00
Amount paid in, as by last report.	225,000 00
Total amount now paid in of capital stock.	225,000 00
Funded debt, as by last report	60,000 00
Total amount now of funded debt	60,000 00
Total amount now of funded and floating debt.	60,000 00
Average rate, per annum, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$89,592 92	\$89,592 92
For bridges	3,580 00	3,580 00
Superstructure, including iron.	66,677 08	66,677 08
Passenger and freight stations, buildings and fixtures	8,070 77	8,070 77
Land, land damages, and fences	28,805 90	28,805 90
Engineering and agencies	2,435 00	2,435 00
Total cost of road and equipment.....	\$199,161 67	\$199,161 67

CHARACTERISTICS OF ROAD.

Length of road	10.16 miles.
Length of road in this State	10.16 "
Length of road laid	10.16 "
Length of road laid in this State	10.16 "
Length of double track, including sidings.....	40 "
Weight of rail, per yard, on main track	50 and 56 lbs.
Length of main line of road from Warwick to Greycourt	10.16 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	} 17,180
Number of miles run by freight trains.....	
Number of passengers (all classes) carried in cars	26,575
Number of miles traveled by passengers, or number of passengers carried one mile	200,870
Number of tons, of 2,000 pounds, of freight carried in cars.	20,911
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion	25

RAILROAD REPORT.

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THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

the products of the forest	479
animals	8,235
vegetable food	1,215
other agricultural products	209
manufactures	860
merchandise	551
mail	3,240
other articles	6,122
Total	20,911

RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

First-class through passengers	3 cents.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Pairs of road-bed and railway, excepting cost of iron	\$3,102 59
Pairs of bridges	3,000 00
Pairs of buildings	200 00
Pairs of fences and gates	250 00
Expenses on real estate	970 09
Total	\$7,522 68

EXPENSES OF OPERATING THE ROAD.

Car expenses, stationery, etc.	\$1,273 81
Conductors and clerks	2,213 00
Freight: loading and unloading freight	600 00
Food and water station attendance	125 00
Passenger Railway Company train service	12,892 50
Damage to property, including damages by fire and cattle killed on road	31 00
General superintendence	1,000 00
Total	\$18,135 31

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.	\$7,522 68
Operating	18,135 31
Total	\$25,657 99

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.

From passengers	\$5,884 35
From freight	31,876 16
From other sources	3,549 40
Total	\$41,309 91

RECEIPTS.

From passengers	\$5,884 35
From freight	31,876 16
Mail, express, etc.	3,549 40
Total	\$41,309 91

8d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$25,657 99
For interest.....	4,200 00
For dividends on stock—amount and rate per cent.....	15,750 00
Total.....	<u>\$45,607 99</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

HOMER RAMSDELL.....	Newburgh, N. Y.
W. L. F. WARREN.....	Newburgh, N. Y.
JOHN H. BROWN.....	Wawayanda, N. J.
H. B. DEKAY.....	Warwick, N. Y.
JAMES C. HOUSTON.....	Bellvale, N. Y.
JAMES BURT.....	Warwick, N. Y.
E. SANFORD.....	Warwick, N. Y.
R. WISNER.....	Warwick, N. Y.
C. H. DEMEREST.....	Warwick, N. Y.
JOHN L. WELLING.....	Warwick, N. Y.
SAMUEL C. WELLING.....	Warwick, N. Y.
GRINNELL BURT.....	Warwick, N. Y.
JAMES K. LIVINGSTON.....	Port Jervis, N. Y.

GRINNELL BURT.....	President.
JOHN L. WELLING.....	Treasurer.
JAMES K. LIVINGSTON.....	Secretary.
GRINNELL BURT.....	Superintendent.

Communications intended for this company should be addressed, Warwick, Orange county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) GRINNELL BURT, *President.*

(No. 192.)

WAVERLY AND STATE LINE,

LESSOR.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss.:

CHARLES HARTSHORNE, Vice-President, and JOHN R. FANSHAW, Treasurer of the Waverly and State Line Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed

each of them, at the end thereof, are true and correct, according to the best of
his knowledge, information, and belief.

(Signed) CHARLES HARTSHORNE,
JNO. R. FANSHAWE.

subscribed and affirmed to before me, }
this 27th day of November, 1878. }

W. C. ALDERSEN,
Notary Public, Philadelphia.

STOCK AND DEBTS.

Capital stock, as by charter	\$10,000 00
Amount of stock subscribed	10,000 00
Amount paid in, as by last report	10,000 00
Total amount now paid in of capital stock	10,000 00
Floating debt, as by last report	54,398 05
The amount now of floating debt	54,398 05
Total amount now of funded and floating debt	54,398 05

The railroad was leased January 26, 1875, on a perpetual lease to the Pennsylvania and New York Canal and Railroad Company, a Pennsylvania corporation.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$64,398 05	\$64,398 05
For bridges		
Superstructure, including iron		
Passenger and freight stations, buildings and fixtures		
Engine and carhouses, machine shops, machinery and fixtures		
Land, land damages, and fences		
Locomotives and fixtures, and snow plows		
Passenger and baggage cars		
Freight and other cars		
Engineering and agencies		
Total cost of road and equipment	\$64,398 05	\$64,398 05

CHARACTERISTICS OF ROAD.

Length of road	{ Less than one mile.
Weight of rail, per yard, on main track	58 pounds.
Number of engine-houses and shops	1
Length of main line of road from Pennsylvania State line to New York, Lake Erie and Western railroad, with which it connects	

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
From rental	\$600 00
PAYMENTS OTHER THAN FOR CONSTRUCTION.	
For interest	\$600 00

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ASA PACKARD.....	Philadelphia, Pa.
ROBERT H. SAYRE.....	Bethlehem, Pa.
CHAS. HARTSHORNE.....	Philadelphia, Pa.
ROBERT A. PACKER.....	Sayre, Pa.
WM. H. SAYRE.....	Bethlehem, Pa.
EATON N. FRISBIE.....	Elmira, N. Y.
GEORGE M. DIVEN.....	Elmira, N. Y.
ISRAEL W. MORRIS.....	Philadelphia, Pa.
JOHN R. FANSHAWE.....	Philadelphia, Pa.
HARRY E. PACKER.....	New York.
W. CHAS. ALDERSEN.....	Philadelphia, Pa.
FRED MERCUR.....	Wilkesbarre, Pa.
JOHN C. WELLES.....	Auburn, N. Y.
ROBERT H. SAYRE.....	President, Bethlehem, Pa.
CHAS. HARTSHORNE.....	Vice-President, Philadelphia, Pa.
JOHN R. FANSHAWE.....	Secretary and Treasurer, Philadelphia, Pa.

Communications intended for this company should be addressed, corner Church and Cortlandt streets, New York city, or 238 South Third street, Philadelphia, Pa.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) CHAS. HARTSHORNE, *Vice-President*,
JOHN R. FANSHAWE, *Treasurer*.

THE PHILADELPHIA AND NEW YORK RAILROAD COMPANY, }
238 SOUTH THIRD STREET. }
PHILADELPHIA, December 11, 1878. }

E. D. SMALLLEY, Esq., *Deputy State Engineer, Albany, N. Y.:*

DEAR SIR — The organization of the Waverly and State Line Railroad was necessary in order to permit us to complete our connection with the Erie Railroad. The distance between the termini does not exceed three quarters of a mile. In order to place it in a proper legal position, a lease was made to this company and the rent was fixed at the nominal sum of six hundred dollars. The accounts are not kept separate, nor would it be possible to do so without considerable additional expense from which we would derive no benefit whatever. It is therefore impossible for us to answer the interrogatories contained in your blank report, and trust you will appreciate the reason of our inability to do so.

Yours truly,
CHAS. HARTSHORNE, *Treasurer*.

(No. 193.)

WEST TROY AND GREEN ISLAND.

STATE OF NEW YORK, }
Rensselaer County, } ss.:

GEO. H. CRAMER, President of the West Troy and Green Island Railroad Company, being sworn, deposes and says, that the statements in the annexed report,

which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

GEO. H. CRAMER.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

J. H. HUNTINGTON,

Notary Public, Troy, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$30,000 00
Amount of stock subscribed	30,000 00
Amount paid in, as by last report.....	3,200 00
Total amount now paid in of capital stock	<u>3,200 00</u>

This road was built by the Delaware and Hudson Canal Company, and is operated by them as part of the Rensselaer and Saratoga Railroad.

As to the West Troy and Green Island Railroad Company we only organized, and never did anything else under the charter, and all that was or has been done since is done by the Delaware and Hudson Canal Company of which we have no means of reporting, as all the books, etc., are kept by them.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$47,168 38	\$47,168 38
For bridges.....	32,065 00	32,065 00
Superstructure, including iron.....	17,893 57	17,893 57
Land, land damages, and fences	37,795 34	37,795 34
Engineering and agencies.....	4,207 57	4,207 57
Total cost of road and equipment	<u>\$139,129 86</u>	<u>\$139,129 86</u>

The above figures were obtained by the previous secretary of this company from the Delaware and Hudson Canal Company, no doubt. We have no books, etc., pertaining to this organization, and would refer you to the Delaware and Hudson Canal Company for facts and figures.

This road is operated by the Delaware and Hudson Canal Company. Would refer you to them of its doings the past year.

CHARACTERISTICS OF ROAD.

Length of road.....	1.07 miles.
Length of road in this State.....	1.07 "
Length of road laid.....	1.07 "
Length of road laid in this State.....	1.07 "
Length of double track, including sidings .....	.88 "
Weight of rail per yard, on main track	62 pounds.
Length of main line of road from West Troy to Green Island	<u>1.07 miles.</u>

636 WEST TROY AND GREEN ISLAND RAILROAD REPORT.

EARNINGS, CASH RECEIPTS AND PAYMENTS.*

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEO. H. CRAMER.....	Troy, N. Y.
J. M. WARREN	Troy, N. Y.
G. B. WARREN.....	Troy, N. Y.
LEGRAND C. CRAMER	Troy, N. Y.
JOHN B. GALE.....	Troy, N. Y.
G. P. OGDEN.....	Troy, N. Y.
C. L. ALDEN.....	Troy, N. Y.
GEO. H. CRAMER	President.

Communications intended for this company should be addressed, GEO. H. CRAMER, President, No. 19 First street, Troy, Rensselaer county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GEORGE H. CRAMER, *President.*

* NOTE.—This road was built and is owned by the Delaware and Hudson Canal Company. The operations are included in the report of the Rensselaer and Saratoga Railroad.
State Engineer and Surveyor.

REPORTS
OF
STREET RAILROAD COMPANIES.



(No. 1.)

ALBANY.

STATE OF NEW YORK, }
 Albany City and County, } ss.:

DEHAVAN PECK, President and Treasurer, and THOMAS B. BURNHAM, acting Superintendent of operations of the Albany Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

DEHAVAN PECK,
 THOMAS B. BURNHAM.

Subscribed and sworn to before me, }
 this 1st day of November, 1878. }

GEORGE D. HILL,

Notary Public, Albany County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in, as by last report.....	200,000 00
Total amount now paid in of capital stock.....	200,000 00
Funded debt, as by last report.....	78,000 00
Total amount now of funded debt.....	78,000 00
The amount now of floating debt.....	4,377 64
Total amount now of funded and floating debt.....	82,377 64
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$138,943 21	\$139,715 31
For land, buildings, and fixtures, including land		
damages.....	17,000 00	17,000 00
For dummy cars, horses, mules, and harness...	42,024 00	45,501 46
For cars and sleighs.....	34,575 56	37,313 40
Total cost of road and equipment.....	\$232,542 77	\$239,530 17

CHARACTERISTICS OF ROAD.

Length of road.....	9.045 miles.
Length of road laid.....	9.045 "
Length of double track, including sidings.....	2.810 "
Weight of rail, per yard.....	33 to 47 lbs.

Number of passenger cars	33
Number of horses and mules	160
Length of main line of road	9.045 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	1,731,237
Number of tons, of 2,000 pounds, of freight carried in cars.	11,540

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	5 to 6 cents.
For way passengers	5 to 6 "

The average time consumed by passenger cars in passing over the road	32 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$6,349 29
Taxes on real estate	2,608 13
Total cost of maintaining road and real estate	\$8,957 42

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	}	\$4,323 04
Officers, clerks, agents, and office expenses		
Conductors, drivers, and engineers on dummy cars		26,192 78
Watchmen, starters, switchmen, roadmen, etc.		876 40
Repairs of cars and sleighs		3,534 14
Repairs of harness, including material and labor		1,120 17
Horseshoeing, including material and labor		3,177 47
Horses and mules		3,477 46
Stable expenses		7,207 55
Feed, grain, hay, etc., including expense of grinding		18,457 21
Fuel, gas, and lights	}	1,336 09
Oil and waste		
Changers		1,861 60
Damages to persons and property, including medical attendance		52 85
Law expenses		500 50
Rents, including use of other roads, ferries, etc		1,482 50
Insurance		820 00
Advertising, printing, and stamps		724 27
Car washers		1,093 89
Contingencies		195 26
Total expense of operating road, and repairs		\$76,433 18

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$94,668 00
From freight	5,769 85
Horses	\$675 00
Manure	898 42
Sinking fund	232 38
Hamilton street extension	750 00
	2,555 80
Total receipts	\$102,993 65

RAILWAY REPORT.

641

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance and repairs.....	\$85,390 60
For interest.....	6,124 61
For dividends on stock—amount and rate per cent.....	6,000 00
Teaming.....	\$1,430 25
Royalties.....	1,554 80
Equipment.....	2,737 84
Commercial Bank.....	1,000 00
	<u>6,722 89</u>

Total payments during the year \$104,238 10

ACCIDENTS.

DATE.	PASSENGERS		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 19.....	1	....	....	....	....	....	1
July 30.....	1	....	....	....	....	....	1
Totals.....	2	....	....	....	....	....	2

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

April 19. John R. Adams of Pittsburgh, Pa., was riding in car No. 8, eating pea-nuts, and throwing the shells out of window; his arm came in contact with the toll-gate on Kenwood road, and broke his wrist.

July 30. John Palmer, boy, jumped on front platform when car was in motion, and jumped off immediately, and fell, and the wheel run over his leg and broke it.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

A. VAN VECHTEN	Albany.
C. W. ARMSTRONG	Albany.
MICHAEL DELAHANTY	Albany.
THOMAS KEARNEY	Albany.
DANIEL MANNING.....	Albany.
JOSEPH T. RICE.....	Albany.
A. BLEECKER BANKS	Albany.
DELAHAN PECK	Albany.
PHILIP TEN EYCK	Albany.
SIMON W. ROSENDALE	Albany.
ROBERT C. PHUYN	Albany.
JOHN W. McNAMARA	Albany.
SARTELL PRENTICE.....	Albany.

DELAHAN PECK..... President and Treasurer.

J. W. McNAMARA Secretary.

S. B. BURNHAM..... Superintendent.

Communications intended for this company should be addressed, Albany Railway, 77 State street, Albany.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) DELAVAN PECK, *President and Treasurer.*
THOMAS B. BURNHAM, *Superintendent.*

(No. 2.)

AMSTERDAM STREET.

STATE OF NEW YORK, }
Montgomery County, } ss.:

JOHN MCCLUMPHA, Jr., Treasurer, and HENRY HERRICK, acting Superintendent of operations of the Amsterdam Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN MCCLUMPHA, JR.,
HENRY HERRICK.

Subscribed and sworn to before me, }
this 5th day of December, 1878. }
D. Cady, *Notary Public.*

STOCK AND DEBTS.

Capital stock, as by charter	\$15,000 00
Amount of stock subscribed	15,000 00
Amount paid in, as by last report	15,000 00
Total amount now paid in of capital stock	15,000 00
Funded debt, as by last report.	168 16
Total amount now of funded debt.	168 16
Total amount now of funded and floating debt.	168 16
Average rate, per annum, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$9,945 50	\$9,945 50
For land, buildings, and fixtures, including land		
damages	1,852 50	1,852 50
For dummy cars, horses, mules, and harness ...	1,170 00	1,170 00
For cars and sleighs	2,200 16	2,200 16
Total cost of road and equipment.....	\$15,168 16	\$15,168 16

RAILROAD REPORT.

643

CHARACTERISTICS OF ROAD.

Length of road.....	1½ miles.
Length of road laid.....	1½ "
Weight of rail, per yard.....	25 pounds.
Number of passenger cars.....	3
Number of horses and mules.....	7
Length of main line of road from east to west.....	1½ miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	74,620
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
For way passengers.....	3 "

The average time consumed by passenger cars in passing over the road.....	25 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$170 66
Taxes on real estate.....	87 90
Total cost of maintaining road and real estate.....	\$258 56

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$40 00
Conductors, drivers, and engineers on dummy cars.....	1,040 80
Repairs of cars and sleighs.....	120 35
Repairs of harness, including material and labor.....	11 30
Horseshoeing, including material and labor.....	128 60
Horses and mules.....	310 00
Stable expenses.....	130 00
Feed, grain, hay, etc., including expense of grinding.....	780 60
Fuel, gas, and lights.....	18 80
Oil and waste.....	12 00
Insurance.....	16 67
Advertising and printing.....	25 00
Contingencies.....	36 80

Total expense of operating road, and repairs.....	\$2,670 92
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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
From passengers.....	\$2,984 80

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance and repairs.....	\$2,929 48
For interest.....	11 77
Total payments during the year.....	\$2,941 25

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

HENRY HERRICK	Amsterdam.
JOHN McDONNELL	Amsterdam.
JOHN MCCLUMPHA	Amsterdam.
GARDNER BLOOD	Amsterdam.
JAMES H. SCHUYLER	Amsterdam.
DAVIS W. SHULER	Amsterdam.
DAVID CADY	Amsterdam.
JAMES H. BRONSON	Amsterdam.
HARMAN WENDELL	Amsterdam.
OSCAR F. NELSON	Amsterdam.
HENRY E. GREENE	Amsterdam.
S. PALEN HEATH	Amsterdam.
JOHN MCCLUMPHA, JR.	Amsterdam.

HENRY HERRICK President.

JOHN MCCLUMPHA, JR. Treasurer and Secretary.

HENRY HERRICK Superintendent.

Communications intended for this company should be addressed, JOHN MCCLUMPHA, Jr., Secretary, Amsterdam, Montgomery county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

HENRY HERRICK, *President.*

JOHN MCCLUMPHA, JR., *Treasurer.*

(No. 3.)

ASTORIA AND HUNTER'S POINT,

LESSOR.

STATE OF NEW YORK, } ss.:
New York County, }

WM. RADDE, Treasurer of the Astoria and Hunter's Point Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WM. RADDE.

Subscribed and sworn to before me, }
this 11th day of December, 1878. }

L. E. G. RADDE,

(61) *Notary Public, New York County.*

STOCK AND DEBTS.

Capital stock, as by charter	\$75,000 00
Amount of stock subscribed	41,500 00
Amount paid in, as by last report	36,250 00
Total amount now paid in of capital stock	41,500 00

Funded debt, as by last report	\$21,750 00
Total amount now of funded debt	25,000 00
The amount now of floating debt.....	901 53
Total amount now of funded and floating debt.....	25,901 53
Average rate, per annum, of interest on funded debt.....	7 per cent.

N. B.—The road has been leased by this company to Patrick J. Gleason (P. O. address Long Island City, Queens county, N. Y.), who is operating it.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
*Total cost of road and equipment.....	\$66,500 00	\$66,500 00

CHARACTERISTICS OF ROAD.

Length of road.....	4.50 miles.
Length of road laid.....	4.50 "
Length of double track, including sidings.....	5.75 "
Weight of rail, per yard.....	45 and 65 lbs.
Length of main line of road from Astoria ferry to Hunter's Point ferry, Long Island City.....	4.50 miles.

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
From rent	\$1,570 00
From holders of old bonds balance.....	1,401 03
Total receipt	\$2,971 03

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest	\$1,549 75
For contractor's balance.....	\$870 00
For law, office and other expenses	488 02
Loan paid back.....	109 25
	967 27
Total payments during the year.....	\$2,517 02

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM RADDE.....	New York City.
ISAAC BUCHANAN.....	New York City.
CORNELIUS RAPELZE	Astoria, N. Y.
HENRY S. ANABLE.....	Long Island City, N. Y.
WILLIAM C. WILSON	Astoria, N. Y.
JAMES S. BURROUGHS	Astoria, N. Y.
JOHN J. HALSEY	Astoria, N. Y.
STEPHEN B. HALSEY.....	Astoria, N. Y.
FRANK D. KOVWENHOVEN	Astoria, N. Y.
JOHN W. RUSSELL	New York City.
JAMES THOMSON.....	New York City.
LOUIS E. G. RADDE.....	New York City.
FREDERICK W. BLECKWENN	Astoria, N. Y.

ISAAC BUCHANAN.....	President, New York City.
WILLIAM RADDE	Treasurer, New York City.
FRED. W. BLECKWENN.....	Secretary, Long Island City, N. Y.

* The road was purchased at foreclosure sale.

Communications intended for this company should be addressed, WILLIAM RADDE, No. 548 Pearl street, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) WILLIAM RADDE, *Treasurer.*

(No. 4.)

ASTORIA AND HUNTER'S POINT,

LESSEE.

STATE OF NEW YORK, }
Kings County, } ss.:

PATRICK J. GLEASON, Lessee of the Astoria and Hunter's Point Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) P. J. GLEASON.

Subscribed and sworn to before me, }
 this 20th day of December, 1878. }

WM. C. THORP,

Commissioner of Deeds.

CHARACTERISTICS OF ROAD.

Length of road	5 miles.
Length of road laid	5 "
Length of double track, including sidings	5.75 "
Weight of rail, per yard	45 and 65 lbs.
Number of passenger cars	15
Number of horses and mules	30
Length of main line of road from Astoria to Hunter's Point	4.50 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	265,300
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	3 $\frac{1}{2}$, 4 & 5 cents.
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The average time consumed by passenger cars in passing over the road	45 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$2,800 00
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In reference to the building of the half mile of track of which you make inquiry, I have built from Second avenue along Broadway to Tenth avenue, connecting with the main line at the first-mentioned point. It is at my own expense.

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Conductors, drivers, and engineers on dummy cars	\$3,800 00
Watchmen, starters, switchmen, roadmen, etc.....	750 00
Repairs of cars and sleighs.....	125 00
Repairs of harness, including material and labor	20 00
Horse-shoeing, including material and labor.....	360 00
Horses and mules.....	900 00
Stable expenses	700 00
Feed, grain, hay, etc., including expense of grinding	2,600 00
Fuel, gas, and lights.....	30 00
Oil and waste	22 00
Law expenses.....	150 00
Insurance	17 00
Advertising and printing	20 00
Total expense of operating road and repairs.	<u>\$9,494 00</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$10,612 00
Manure	\$150 00
Horses	105 00
Rent.....	320 00
Old iron.....	25 00
	<u>600 00</u>
Total receipts	<u>\$11,212 00</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$11,794 00
For rent on lease of road.....	1,570 00
Total payments during the year	<u>\$13,364 00</u>

NOTE.—Report not signed.

State Engineer and Surveyor.

(No. 5.)

ATLANTIC AVENUE OF BROOKLYN.

STATE OF NEW YORK, } ss.:
Kings County, }

WILLIAM RICHARDSON, President and acting Superintendent of operations of the Atlantic Avenue Railroad Company of Brooklyn, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WM. RICHARDSON.

Subscribed and sworn to before me, }
this 30th day of November, 1878. }

WM. J. RICHARDSON,
Notary Public, Kings Co., N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$700,000 00
Amount of stock subscribed.....	650,200 00
Amount paid in, as by last report.....	650,200 00
Total amount now paid in of capital stock	650,200 00
Funded debt, as by last report.....	472,000 00
Total amount now of funded debt	443,720 00
Total amount now of funded and floating debt.....	443,720 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

This road, with its superstructure, including iron, land, buildings and fixtures, cars, horses, harness, and equipment of every kind, was purchased on May 1, 1872, by the Atlantic Avenue Railroad Company of Brooklyn, as a whole, subject to \$456,800, outstanding amounts of funded and mortgage debt, and certain leases to and from other corporations. Road formerly belonged to the Brooklyn and Jamaica Railway Company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron } For land, buildings and fixtures, including land } damages	\$1,088,407 33	{ \$384,086 77 716,736 52
For dummy cars, horses, mules, and harness, snow-plows, wagons, and other equipments....	175,483 00	159,873 50
Total cost of road and equipment.....	\$1,263,890 33	\$1,260,196 79

CHARACTERISTICS OF ROAD.

Length of road to Jamaica and Greenwood.....	17½ miles.
Length of road laid	17½ "
Length of double track, including sidings.....	13½ "
Weight of rail, per yard.....	45 to 63 lbs.
Number of passenger cars.....	98
Number of freight cars.....	4
Number of horses.....	429
Length of main line of road from South ferry to Jamaica.....	12 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.	5,027,887
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For adult passengers	5 cents.
For children.....	3 "

THE AVERAGE TIME CONSUMED BY PASSENGER CARS IN PASSING OVER THE ROAD.

Round trip on Greenwood line via City Hall.....	96 minutes.
Round trip on Greenwood line via South and Wall street ferries.	87 "
Round trip, via Prospect Park, to Ninth avenue and Twentieth street,	88 "
Round trip in Prospect Park.....	63 "
Round trip in Long Island Depot line.....	46 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$4,560 08
Taxes on real estate.....	1,798 43
Total cost of maintaining road and real estate.....	<u>\$6,358 51</u>

This company leased to the Long Island Railroad Company, for a term of years, from June 1, 1877, all that portion of its road east of Flatbush avenue, in the city of Brooklyn to Jamaica, in the county of Queens, and the said company will report for the business done thereon.

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$5,000 00
Officers, clerks, and office expenses.....	6,145 22
Conductors and drivers.....	56,993 36
Foremen and starters.....	6,450 25
Repairs of cars.....	6,701 31
Repairs of harness, including material and labor, and repairs of wagons, etc.....	2,290 53
Horseshoeing, including material and labor.....	5,630 06
Horses.....	8,734 50
Stable expenses.....	18,517 60
Feed, grain, hay, etc., including expenses for grinding.....	37,369 62
Fuel, gas, and water.....	1,262 29
Registering punches.....	1,635 98
Oil and waste.....	86 70
Damages to persons and property, including medical attendance....	2,196 55
Law expenses.....	2,725 08
Rents, including use of other roads.....	2,081 36
Insurance.....	1,184 65
Telegraph repairs.....	26 00
Advertising and printing.....	417 99
Removing snow and ice.....	323 01
Contingencies.....	1,040 10
Total expense of operating road, and repairs.....	<u>\$166,811 56</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$243,282 45
Rent received for track.....	29,800 56
Cars sold.....	4,384 00
Real estate.....	3,000 00
Manure.....	1,811 80
Rent received from real estate.....	898 17
Signs in cars.....	135 86
Interest received on mortgages.....	2,800 00
Total receipts.....	<u>\$286,112 84</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs....	\$173,170 07
For interest.....	33,078 12
For dividends on stock—amount and rate per cent, $1\frac{1}{4}$ per cent quarterly.....	16,315 00
For Brooklyn and Jamaica Railroad bonds.....	24,400 00
For Third avenue depot.....	14,215 66
For mortgages paid.....	11,000 00
For construction of new track.....	8,335 13
For cars.....	5,019 24
For notes.....	2,000 00
For new buildings and fixtures.....	212 35

Total payments during the year..... \$287,745 57

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
November 22.....	1	....	....	....	....	....	1
1878.								
January 2.....	1	....	....	....	....	....	1
February 11.....	1	....	....	....	....	....	1
February 13.....	1	....	....	....	....	....	1
February 28.....	1	....	....	....	....	....	1
June 18.....	1	....	1
September 7.....	1	....	....	....	....	....	1
September 15.....	1	....	....	....	....	....	1
September 17.....	1	....	....	....	....	....	1
Total.....	8	....	....	....	1	....	9

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

November 22. Mrs. Harriet Rutherford. While riding on a Greenwood car, in Fifth avenue, near Fourteenth street, this passenger had an apoplectic fit, fell from the rear corner seat of the car and struck her forehead on the iron door sill. Forehead slightly cut. She died from apoplexy within a week. No employe to blame.

1878.

January 2. Miss Margaret Watkins, while riding in a Boerum street car, No. 209, this young lady was struck in the back by a shaft of a heavily loaded single wagon, which collided with the car in Schermerhorn street. Cause: the breeching, which was of loosely twisted cord, broke and the horse became unmanageable. Effect: the lady's right shoulder blade was injured. No employe to blame.

February 11. Mrs. Isabella Binning. This was an elderly lady passenger who, while the car was standing still at the corner of Atlantic avenue and Boerum street, fell while stepping off the car, hurting the back of her head. No employe to blame.

February 13. Nicholas Kall. This man was a passenger in car No. 53 of the South Ferry Greenwood line, and claimed to have fallen, by being crowded off the rear platform of the car whereby his right wrist became dislocated. The facts were found to be substantially as stated, *i. e.*, he had fallen from the car and he had a broken wrist. He was examined by the company's physician. After settlement with the company it was discovered that by similar pretenses he had mulcted several other railroad companies, both before and after the aforesaid date, and all on account of the same broken wrist—kept broken for that purpose. No employe to blame.

February 28. Killian Smith. This was an elderly gentleman who, in attempting to get off Greenwood car No. 215, at the corner of Fifth and Flatbush avenues, while the car was in motion, fell, hurting his shoulder and blackening his eye.

June 18. Julius Ashby, a young boy, while crossing Atlantic avenue, between Bond and Nevin streets, the day being rainy, slipped on a piece of timber alongside the track and had his arm broken.

September 7. Mrs. Catharine Burke, an elderly passenger, fell from car No. 8 of the Prospect Park line, while it was in motion, in Atlantic avenue, having attempted to get off the car without having notified the conductor to stop, and in consequence struck on the back of her head. No employe to blame.

September 15. Edmund R. Odell. This passenger, in getting on car 179, at the corner of Hoyt street, stood aside to let another passenger enter the car before him, and swinging in the seat handle as he did so. The handle was thereby broken off, letting him fall to the ground. He was more or less bruised. No employe to blame.

September 17. A gentleman, in attempting to get off car No. 4, at Bond street, while it was in motion, fell and hurt his hand. No employe to blame.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM RICHARDSON	Brooklyn.
NEWBERRY H. FROST	Brooklyn.
CHARLES R. MARVIN	Brooklyn.
WILLIAM B. HUNTER.....	Brooklyn.
CHARLES STORRS.....	Brooklyn.
HENRY KNIGHT	Brooklyn.
JAMES BINNS	Brooklyn.
FREDERICK A. SCHOEDER	Brooklyn.
JOHN P. DOUGLASS	Theresa, Jefferson County.
THOMAS McCANN.....	Brooklyn.
WILLIAM SCHWARZWÄELDER	Brooklyn.
BENJAMIN F. TRACY.....	Brooklyn.
SAMUEL W. BOWNE.....	Brooklyn.

WILLIAM RICHARDSON..... President.

NEWBERRY H. FROST..... Treasurer.

WILLIAM J. RICHARDSON..... Secretary.

Communications intended for this company should be addressed, WILLIAM RICHARDSON, President, Brooklyn, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

WM. RICHARDSON, *President.*

WM. J. RICHARDSON, *Secretary.*

(No. 6.)

AUBURN AND OWASCO LAKE.

STATE OF NEW YORK, }
Cayuga County, } ss.:

CHAS. N. ROSS, Treasurer, and M. T. TREAT, acting Superintendent of operations of the Auburn and Owasco Lake Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) CHAS. N. ROSS,
M. T. TREAT.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

CHAS. O. BRIEN,
Notary Public, Cayuga County.

STOCK AND DEBTS.

Capital stock, as by charter	\$75,000 00
Amount of stock subscribed.....	10,850 00
Amount paid in, as by last report.....	7,157 50
Total amount now paid in of capital stock.....	7,157 50
Floating debt, as by last report.....	23,500 00
The amount now of floating debt.....	24,442 26
Total amount now of funded and floating debt.....	24,442 26
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$18,482 85	\$18,482 85
For dummy cars, horses, mules, and harness....	1,625 00	1,625 00
For cars and sleighs	2,944 00	2,944 00
Total cost of road and equipment.....	\$23,051 85	\$23,051 85

CHARACTERISTICS OF ROAD.

Length of road.....	3.50 miles.
Length of road laid	1.50 "
Length of double track, including sidings.....	3½ rods.
Weight of rail, per yard	28 to 30 lbs.
Number of passenger cars.....	3
Number of horses and mules.....	7
Length of main line of road from Owasco lake to Clarksville.....	3.50 miles.

RAILROAD REPORT.

653

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars..... 49,665

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers..... 4 and 5 cents

The average time consumed by passenger cars in passing over the road..... 20 minutes.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures..... \$26 34
Taxes..... Not assessed.

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses..... \$50 50
Conductors, drivers, and engineers on dummy cars..... 747 03
Repairs of cars and sleighs..... 165 05
Repairs of harness, including material and labor..... 17 08
Horseshoeing, including material and labor..... 70 00
Stable expenses..... 10 31
Feed, grain, hay, etc., including expense of grinding..... 572 73
Oil and waste..... 6 25
Water tax..... 15 50
Law expenses..... 18 11
Insurance..... 74 75
Advertising and printing..... 6 17
Contingencies..... 103 68
Total expense of operating road, and repairs..... \$1,857 16

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers..... \$2,351 02

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs..... \$1,883 50
For interest..... 1,408 75
Total payments during the year..... \$3,292 25

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ELMORE P. ROSS..... Auburn.
CHARLES N. ROSS..... Auburn.
WILLIAM H. SEWARD..... Auburn.
JOHN N. KNAPP..... Auburn.
M. S. MYERS..... Auburn.
A. G. BEARDSLEY..... Auburn.
GEORGE N. LOUNSBERRY..... Auburn.

E. P. ROSS..... President.
C. N. ROSS..... Treasurer and Secretary.
M. T. TREAT..... Superintendent.

Communications intended for this company should be addressed, CHARLES N. ROSS, Auburn, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) CHARLES N. ROSS, *President*.
M. T. TREAT, *Superintendent*.

(No. 7.)

BABYLON.

STATE OF NEW YORK, }
Suffolk County, } ss.:

JOHN R. REID, Treasurer, and DAVID S. S. SAMMIS, acting Superintendent of operations of the Babylon Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN R. REID.
D. S. S. SAMMIS.

Subscribed and sworn to before me, }
this 29th day of November, 1878. }

D. J. RUNYON,
Notary Public, Suffolk County, New York.

STOCK AND DEBTS.

Capital stock, as by charter	\$15,000 00
Amount of stock subscribed.....	5,600 00
Amount paid in, as by last report.	5,600 00
Total amount now paid in of capital stock	5,600 00
Floating debt, as by last report.	2,724 51
The amount now of floating debt.....	2,972 61
Total amount now of funded and floating debt.....	2,972 61
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$7,406 05	\$7,583 05
For dummy cars, horses, mules, and harness ...	1,306 28	1,336 28
Total cost of road and equipment.....	\$8,712 33	\$8,919 33

CHARACTERISTICS OF ROAD.

Length of road.....	1.53 miles.
Length of road laid.....	1.53 "

Weight of rail, per yard	40 pounds.
Number of passenger cars	2
Number of freight cars	1
Number of horses and mules.	2
Length of main line of road from steamboat dock to South Side railroad,	1.53 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	2,633
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	20 cents.
For way passengers	10 "

The average time consumed by passenger cars in passing over the road.....	10 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$175 00
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EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Conductors, drivers, and engineers on dummy cars.....	\$300 00
Repairs of cars and sleighs	30 00
Horseshoeing, including material and labor	12 00
Feed, grain, hay, etc., including expense of grinding	120 00
Rents, including use of other roads, ferries, etc.....	50 00
Total expense of operating road, and repairs.....	\$512 00

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$438 90
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PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$687 00
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

EDWARD M. SAMMIS	Babylon, N. Y.
ROBERT O. COLT.....	Babylon, N. Y.
SELAH C. SMITH	Babylon, N. Y.
JOHN R. REID	Babylon, N. Y.
DAVID S. S. SAMMIS	Babylon, N. Y.
EBENEZER P. WHEELER	Babylon, N. Y.

ROBERT O. COLT	President.
JOHN R. REID..	Treasurer.
EBENEZER P. WHEELER.....	Secretary.
JONATHAN SAMMIS	Engineer.
DAVID S. S. SAMMIS	Superintendent.

Communications intended for this company should be addressed, JOHN R. REID, Babylon, Suffolk county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN R. REID, *Treasurer.*
D. S. S. SAMMIS, *Acting Supt.*

(No. 8.)

BLEECKER STREET AND FULTON FERRY.

OFFICE BLEECKER STREET AND FULTON FERRY R. R. Co., }
621 WEST TWENTY-THIRD STREET,
NEW YORK, Jan. 21, 1879. }

HON. E. D. SMALLLEY,

Deputy State Engineer and Surveyor:

DEAR SIR—In reply to your communication of the 17th I would state that the amount of floating debt (\$44,809.88) of the above company has been extinguished by the Twenty-third Street Railway Company, in accordance with the terms of the lease made in 1876. The organization of the Bleecker Street Railroad Company is as follows:

Capital stock.....	\$900,000 00
Funded debt (7 per cent interest).....	700,000 00

Term of lease, 99 years. Conditions of lease, interest on funded debt, 1½ per cent on capital stock, to stockholders, etc.

Directors.

JOHN T. CONOVER.....
JACOB SHARP
THURLOW WEED
LEWIS MAY.....
DAVID JAMES KING
HENRY P. GOLDSCHMIDT
JOSEPH JACOBS
THOMAS B. KERR
WM. L. SHARDALOW.....
EBENEZER BRADLESTON
JOHN H. MURPHY
ISAAC HENDRIX
SAMUEL B. H. VANCE.....

JOHN T. CONOVER President.
DAVID JAMES KING Treasurer.
GEORGE H. INGERSOLL..... Secretary.

Yours truly,
JOHN T. CONOVER, *President.*

(No. 9.)

BROADWAY (BROOKLYN).

STATE OF NEW YORK, }
Kings County, } ss.:

EDWIN BEERS, President, and ROBERT SEALY, Secretary of the Broadway Railroad Company of Brooklyn, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) EDWIN BEERS,
 ROBERT SEALY.

Subscribed and sworn to before me, }
 this 25th day of November, 1878. }

A. C. WATERMAN,
Commissioner of Deeds, City of Brooklyn.

STOCK AND DEBTS.

Capital stock, as by charter	\$200,000 00
Amount of stock subscribed	200,000 00
Amount paid in, as by last report	200,000 00
Total amount now paid in of capital stock	200,000 00
Funded debt, as by last report	200,000 00
Total amount now of funded debt	200,000 00
Floating debt, as by last report	33,308 13
The amount now of floating debt	128,340 69
Total amount now of funded and floating debt	328,340 69
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$212,462 42	*\$285,877 41
For land, buildings and fixtures, including land		
damages	126,298 00	148,771 31
For dummy cars, horses, mules, and harness....	147,847 95	.....
For cars, horses and harness, snow-ploughs,		
sweepers and motors .....	.....	182,402 95
Total cost of road and equipment....	\$486,608 37	\$617,051 67

* Since October 1, 1878, \$35,006.27 of construction of road-bed, etc., charged to running expenses, will appear next year.

CHARACTERISTICS OF ROAD.

Length of road.....	8½ miles.
Length of road laid.....	8½ "
Length of double track, including sidings.....	8½ "
Weight of rail, per yard.....	45 and 60 lbs.
Number of motors.....	9
Number of passenger cars.....	63
Number of horses.....	286
Length of main line of road:	
From foot of Broadway to East New York.....	4½ miles.
From Reid avenue branch to Atlantic avenue.....	1½ "
Cypress Hill extension.....	2 "
Total length.....	8½ miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars on Broadway and Reid avenue.....	4,070,840
One-half on Cypress Hill extension.....	158,109
Total.....	4,228,949

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For passengers, adults, Broadway and Reid avenue.....	5 cents.
For passengers, children, Broadway and Reid avenue.....	3 "
For all classes—Cypress Hill extension.....	3 "

THE AVERAGE TIME CONSUMED BY PASSENGER CARS IN PASSING OVER THE ROAD.

East New York line.....	35 minutes.
Reid avenue line.....	35 "
Cypress Hill extension.....	10 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$35,674 86
Taxes on real estate.....	3,708 21
Total cost of maintaining road and real estate.....	\$39,378 07

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	}	\$10,165 68
Officers, clerks, agents, and office expenses.....		
Conductors, drivers, and engineers on motors.....		49,734 81
Watchmen, starters, switchmen, roadmen, etc.....		5,412 19
Brakemen, coalmen, and cleaning motors.....		1,206 24
Repairs of cars and wagons.....		6,360 12
Repairs of motors.....		543 04
Repairs of harness, including material and labor.....		710 95
Horseshoeing, including material and labor.....		3,820 05
Horses.....		3,880 00

* Since October 1, 1878, this amount has been increased from construction account, \$35,096.27. The work having been just completed, the proper entries were not made until after said date, and the report is made as shown on the books at that date.

RAILROAD REPORT.

659

Stable expenses.....	\$12,648 49
Feed, grain, hay, etc., including expense of grinding.....	24,371 06
Fuel, gas, and lights.....	3,321 22
Oil and waste.....	864 07
Water tax.....	461 57
Damages to persons and property, including medical attendance....	664 51
Law expenses.....	1,109 51
Rents, including use of other roads, ferries, etc.....	245 00
Insurance.....	1,402 04
Advertising and printing.....	30 50
Contingencies.....	3,051 17

Total expense of operating road, and repairs..... \$129,992 22

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers:		
East New York and Reid Avenue.....	\$203,542 50	
One-half Cypress Hill extension.....	4,743 27	
		\$208,285 77
Manure.....	\$1,614 25	
Rent of buildings.....	630 32	
Horses.....	1,030 50	
Iron, wood, etc.....	685 11	
Hay and feed.....	835 77	
Rent of tracks.....	918 33	
Rent of panels in cars.....	156 00	
Interest.....	2,356 57	
Miscellaneous.....	295 42	
		8,567 27
Total receipts.....		<u>\$216,853 04</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$139,370 29
For interest.....	17,723 06
For dividends on stock—amount and rate per cent, 8 per cent quarterly.....	24,000 00
Total payments during the year.....	<u>\$181,093 34</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 15.....	1	....	....	....	....	....	1
September 23.....	1	....	1	....
Totals.....	1	....	....	1	....	1	1

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1878.

April 15. Samuel Maydole, an old man, in getting off front platform of an East New York car, before the same came to a stop, fell, and was ruptured.

September 23. W. Shug, boy, in the attempt to get on the first car of a train of two (East New York line) fell between and was run over by the second car and almost instantly killed. A coroner's inquest was held and the jury rendered a verdict of "accidental death."

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

EDWIN BEERS	Brooklyn.
SEYMOUR L. HUSTED	Brooklyn.
GEORGE RICARD	Brooklyn.
JOHN M. FURMAN	New York City.
NICHOLAS WYCKOFF	Brooklyn.
EDMUND DRIGGS	Brooklyn.
STEPHEN B. CONKLIN	Brooklyn.
JAMES BINNS	Brooklyn.
SAMUEL M. MEERKE	Brooklyn.
FREDERIC CROMWELL	Brooklyn.
WM. H. HUSTED	Brooklyn.
GEORGE E. KITOMING	Brooklyn.

EDWIN BEERS	President.
ROBERT SEALY	Treasurer and Secretary.
JOSHUA CRANDALL	Superintendent.

Communications intended for this company should be addressed, Broadway Railroad Company, No. 21 Broadway, Brooklyn, E. D., Kings county, N. Y.

Cypress Hill Extension.

By steam from East New York to Cypress Hill cemetery, two miles ; owned jointly by the Broadway and Brooklyn City Railroad companies, and under the management of the Broadway Railroad Company.

The receipts and disbursements are entered into the doings of our respective companies.

CHARACTERISTICS OF ROAD.

Length of road	2 miles.
Length of road laid	2 "
Length of double track	2 "
Weight of rail, per yard	60 pounds.
Number of steam passenger cars	6
Number of combination passenger cars, with motor	2
Number of motors	2

DOINGS OF THE YEAR IN TRANSPORTATION SINCE JANUARY 1, 1878 (NINE MONTHS).
 Number of passengers all (classes) carried in cars 314,957

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For adults	3 cents.
For children	3 "

The average time consumed by passenger cars in passing over the road.....	10 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.
 Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures \$81 75

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Office expenses.....	\$285 78
Engineer.....	1,277 43
Conductors.....	1,185 37
Watchmen, starters, and switchmen....	337 37
Brakemen, coal men, and cleaning motors	182 12
Repairs of cars and motors.....	369 43
Fuel.....	1,283 84
Gas and light.....	29 53
Oil and waste	343 66
Water	198 17
Damages to persons and property.....	57 02
Insurance.....	80 34
Advertising and printing.....	14 00
Fitting up office	145 06
Repairs to tracks.....	81 75
Contingencies	189 07
Total expense of operating road, and repairs	\$5,973 19

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$9,448 70
Sundries.....	87 85
Total receipts.....	\$9,486 55

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For operating expenses and repairs....	\$6,054 94
Profits divided	2,341 08
Undivided profits.....	1,090 53
Total payments during the year	\$9,486 55

ACCIDENTS.

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

September 29. Frank Bonhach, who (from cause unknown) stepped on the track directly in front of a motor, as it was passing the corner of Fulton and Siegel avenues, East New York, and was instantly killed. An inquest was held by Coroner Nolan, and the jury rendered a verdict of accidental death.

NOTE.—The cost of construction and equipment of the Cypress Hill Extension is included in the cost of road, etc., in the reports of the Broadway of Brooklyn and the Brooklyn City—one-half in each.

State Engineer and Surveyor.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

EDWIN BEERS, *President.*

ROBERT SEALY, *Sec'y and Treas.*

(No. 10.)

BROADWAY AND SEVENTH AVENUE.

STATE OF NEW YORK, }
New York County, } ss.:

J. W. FOSHAY, President, and R. H. LEADBETTER, acting Superintendent of operations of the Broadway and Seventh Avenue Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

J. W. FOSHAY,

R. H. LEADBETTER.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

THOMAS P. JONES,

Notary Public, No. 24, City and County of New York.

STOCK AND DEBTS.

Capital stock, as by charter	\$2,100,000 00
Amount of stock subscribed	2,100,000 00
Amount paid in, as by last report.	2,100,000 00
Total amount now paid in of capital stock.	2,100,000 00
Funded debt, as by last report	1,500,000 00
Total amount now of funded debt	1,500,000 00
Floating debt, as by last report.	250,121 74
The amount now of floating debt	242,151 90
Total amount now of funded and floating debt	1,742,151 90
Average rate, per annum, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$2,841,270 14	\$2,841,270 14
For land, buildings and fixtures, including land		
damages	780,706 95	785,680 07
For dummy cars, horses, mules, and harness ...	198,595 00	198,595 00
For cars and sleighs	170,678 54	170,678 54
Total cost of road and equipment	\$3,991,250 63	\$3,996,223 75

RAILROAD REPORT.

663

CHARACTERISTICS OF ROAD.

Length of road.....	8 miles.
Length of road laid.....	8 "
Length of double track, including sidings.....	8.25 "
Weight of rail, per yard.....	50 to 60 lbs.
Number of passenger cars run.....	126
Number of horses.....	1,216

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	18,452,557
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
For way passengers.....	5 "

The average time consumed by passenger cars in passing over the road, from Fifty-ninth street to Barclay street.....	45 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$28,784 62
Taxes on real estate.....	28,797 62
Total cost of maintaining road and real estate.....	\$57,582 24

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$2,500 00
Officers, clerks, agents, and office expenses.....	21,216 92
Conductors, drivers, and engineers on dummy cars.....	176,495 19
Watchmen, starters, switchmen, roadmen, etc.....	19,344 39
Repairs of cars.....	33,596 99
Repairs of harness, including material and labor.....	4,594 62
Horseshoeing, including material and labor.....	21,924 24
Horses.....	34,200 00
Stable expenses.....	58,538 26
Feed, grain, hay, etc., including expense of grinding.....	106,164 24
Fuel, gas, and lights.....	5,915 81
Oil and waste.....	727 75
Water tax.....	1,581 50
Damages to persons and property, including medical attendance....	1,964 50
Law expenses.....	12,358 37
Insurance.....	3,108 25
Advertising.....	43 40
Snow account.....	2,035 75
Contingencies.....	10,707 12

Total expense of operating road, and repairs.....	\$517,017 30
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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers		\$922,627 88
From horses.....		7,741 00
Old iron.....	\$5,049 36	
Manure.....	3,611 25	
Rent of tracks.....	1,900 00	
Advertisement in cars.....	1,950 01	
Damages.....	122 00	
Wood.....	187 75	
Interest.....	107 99	
Sundries.....	332 31	
		<u>13,260 67</u>
Total receipts.....		<u>\$943,629 55</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$574,599 54
For interest.....	119,000 00
For dividends on stock—amount and rate per cent, 9½ per cent..	199,500 00
For one horse car.....	37,852 50
Total payments during the year.....	<u>\$930,952 04</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
November 24.....	1	....	....	....	....	....	1
1878.								
January 22.....	1	....	1	....
February 5.....	1	....	1	....
March 18.....	1	....	1	....
August 31.....	1	....	....	....	....	....	1
Total.....	2	....	....	3	....	3	2

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1877.

November 24. Car No. 158 ; on seventh trip up, when at Forty-seventh street and Seventh avenue, a passenger, in attempting to alight from car, while in motion, fell, receiving slight injuries.

1878.

January 22. Car No. 56 ; in Wooster street, between Grand and Canal streets, a child about four years of age, named Bertha Mittlestaedt, was running across the street, following and crying after her mother, who had left her alone and crossed to the other side-walk to speak to a friend, when she stumbled and fell between the wheels of the passing car, the hind one running on her body, crushing her to death.

February 5. Car No. 104; in Thompson street, near Grand, a man by the name of John Hurley, who was intoxicated, in attempting to cross the track, stumbled and fell; the wheels passed over his foot, and he received injuries from which he died.

March 18. Car No. 2; in University place, at Fourteenth street, a police officer, by the name of Charles Duffy, attempted to get on front platform of car, while it was hurrying to pass through a procession which had stopped for a moment to allow the delayed cars to proceed on their way; in doing so, his body struck a brother officer, who was standing in the street between the tracks, knocking him under a passing stage and himself off the platform, and falling under the car, received injuries from which he died.

August 31. Car No. 44; in Greene street, near Grand, a passenger in car, having his elbow out of the window, had it struck by a box on a truck that was being unloaded, receiving slight injuries.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JAMES W. FOSHAY	New York City.
THOMAS B. KERR	New York City.
THURLOW WEED	New York City.
GEORGE LAW	New York City.
JOHN H. MURPHY	New York City.
JESSE A. MARSHALL	New York City.
CHARLES JOHNSON	New York City.
EDWARD F. SMITH	New York City.
JOHN ANDERSON	Tarrytown.
TIMOTHY TOWNSEND	Newburgh.
FRANCIS A. PALMER	New York City.
JOHN J. BRADLEY	New York City.
JACOB SHARP	New York City.

JAMES W. FOSHAY	President.
THOMAS B. KERR	Treasurer and Secretary.
R. H. LEADBETTER	Superintendent.

Communications intended for this company should be addressed, Corner Seventh avenue and Fiftieth street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) J. W. FOSHAY, *President.*
R. H. LEADBETTER, *Sup't.*

(No. 11.)

BROOKLYN CITY.

STATE OF NEW YORK, } ss.:
Kings County,

THOMAS SULLIVAN, President, and CHARLES C. BETTS, Treasurer of the Brooklyn City Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOMAS SULLIVAN,
 CHARLES C. BETTS.

Subscribed and sworn to before me, }
 this 14th day of November, 1878. }

DANIEL F. LEWIS,
Notary Public, Kings County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$2,000,000 00
Amount of stock subscribed.....	2,000,000 00
Amount paid in, as by last report.....	2,000,000 00
Total amount now paid in of capital stock in cash and surplus earnings*.....	2,000,000 00
Funded debt, as by last report.....	300,000 00
Total amount now of funded debt.....	300,000 00
Floating debt, as by last report.....	50,000 00
The amount now of floating debt.....	75,000 00
Total amount now of funded and floating debt.....	375,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$1,101,808 26	\$1,118,452 52
For land, buildings and fixtures, including land damages.....	645,755 99	663,569 88
For horse and steam dummy cars, horses and harness.....	767,367 64	816,925 84
Total cost of road and equipment.....	\$2,514,931 89	\$2,598,948 24

CHARACTERISTICS OF ROAD.

Length of road.....	38 miles.
Length of road laid.....	38 "

*NOTE.—\$1,250,000 paid in cash, \$750,000 capitalized out of the earnings of the company.
State Engineer and Surveyor.

RAILROAD REPORT.

667

Weight of rail, per yard	40, 60, & 64 lbs.
Number of dummy cars	6
Number of passenger cars	500
Number of horses	1,964
Length of main line and branches of road from Fulton Ferry to county towns.....	38 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, about.....	30,000,000
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers, adults.....	5, 8, and 10 cts.
For way passengers, children	3, 4, and 6 cts.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$130,475 39
Taxes on real estate	56,043 67
Total cost of maintaining road and real estate	\$186,519 06

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses	\$31,104 44
Conductors, drivers, and engineers on dummy cars.....	359,942 97
Watchmen, starters, switchmen, roadmen, etc.....	52,957 40
Repairs of dummy cars.....	5,320 72
Repairs of cars	40,145 90
Repairs of harness, including material and labor.....	10,837 40
Horseshoeing, including material and labor.....	31,823 69
Horses	48,118 50
Stable expenses	123,967 21
Feed, grain, hay, etc., including expense of grinding.....	192,854 28
Fuel, gas, and lights.....	7,707 91
Oil and waste.....	1,088 02
Damages to persons and property, including medical attendance....	11,518 40
Law expenses.....	2,500 00
Rents, including use of other roads, ferries, etc.....	2,823 53
Insurance	5,962 03
Advertising and printing.....	9,253 99
Contingencies	24,932 04
Total expense of operating road, and repairs.....	\$962,863 43

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$1,460,410 76
Horses	\$3,770 50
Rents	15,647 54
Manure	9,252 77
Horse feed.....	1,956 98
Wood and iron	2,780 68
Interest	297 50
All other sources	523 23
	34,229 20
Total receipts	\$1,494,639 96

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$1,148,882 49
For interest.....	27,509 65
For dividends on stock—amount and rate per cent, $\frac{3}{4}$ per cent, quarterly.....	280,000 00
Total payments during the year.....	<u>\$1,456,392 14</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 29.....	....	....	....	....	....	1	....	1
October 31.....	....	....	....	....	....	1	....	1
November 9.....	....	....	1	....	....	....	1	....
1878.								
January 2.....	....	1	....	....	....	....	....	1
February 6.....	....	....	....	....	....	1	....	1
April 14.....	....	....	....	....	....	1	....	1
April 24.....	....	1	....	....	....	....	....	1
May 26.....	1	....	....	....	....	....	1	....
July 5.....	1	....	....	....	....	....	1	....
September 29.....	....	....	....	....	....	1	....	1
Totals.....	2	2	1	....	....	5	3	7

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

October 29. James Stater was knocked down by the horses attached to a Graham avenue car; his leg was broken.

October 31. John Mitchell, had his foot crushed, and sustained internal injuries, by a car on the Myrtle avenue line.

November 9. Michael McNally was run over by a dummy engine on the Fort Hamilton line, receiving injuries from which he died.

1878.

January 2. Robert Walker was slightly injured by falling from a car on the Myrtle avenue line.

February 6. Wm. C. Platt was caught between two cars at the Fulton ferry; his collar bone was broken.

April 14. Charles Boras was slightly injured by a car of the Graham avenue line.

April 24. Henry Uterhart was slightly injured by falling from a car of the Fulton avenue line.

May 26. Patrick Nash, fell from a steam (motor) car on the Fort Hamilton line, and died from injuries received.

July 5. John Kane was struck by a steam (motor) car, and killed.

September 29. John Schultz, in crossing Flushing avenue, fell in front of a car, and his ankle was broken.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

THOMAS SULLIVAN	Brooklyn.
SEYMOUR L. HUSTED	Brooklyn.
THOMAS BROOKS	Brooklyn.
JAMES HOW	Brooklyn.
ABRAHAM B. BAYLIS	Brooklyn.
HENRY C. MURPHY	Brooklyn.
CHARLES C. BETTS	Brooklyn.
FRANCIS PARES	Brooklyn.
WILLIAM H. HUSTED	Brooklyn.
CROWELL HADDEN	Brooklyn.
JEREMIAH CURTIS	New York City.
GEORGE N. CURTIS	New York City.

THOMAS SULLIVAN President, Brooklyn.

CHARLES C. BETTS Treasurer, Brooklyn.

WILLIAM B. LEWIS Secretary, Brooklyn.

Communications intended for this company should be addressed, Brooklyn City Railroad Company, No. 10 Fulton street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) THOMAS SULLIVAN, *President.*
CHARLES C. BETTS, *Treasurer.*

(No. 12.)

BROOKLYN CITY AND NEWTOWN.

STATE OF NEW YORK, }
Kings County, } ss.:

GEORGE H. HENRY, President, and HENRY W. BUSH, acting Superintendent of operations of the Brooklyn City and Newtown Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE H. HENRY,
HENRY W. BUSH.

Subscribed and sworn to before me, }
this 7th day of December, 1878. }

ANDREW HARRISON,
Notary Public, Kings County.

STOCK AND DEBTS.

Capital stock, as by charter	\$2,000,000 00
Amount of stock subscribed	600,000 00
Amount paid in, as by last report	600,000 00
Total amount now paid in of capital stock	600,000 00
Funded debt, as by last report	400,000 00
Total amount now of funded debt	400,000 00

Floating debt, as by last report.	\$107,939 91
The amount now of floating debt	137,498 36
Total amount now of funded and floating debt	537,498 36
Average rate, per annum, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment	\$898,554 61	\$961,114 97

CHARACTERISTICS OF ROAD.

Length of road	14 miles.
Length of road laid	13 "
Length of double track, including sidings	4½ "
Weight of rail, per yard	45 and 60 lbs.
Number of passenger cars	70
Number of horses	271
Length of main line of road from Brooklyn to Newtown	9½ miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	3,970,180
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For passengers	5 cents.
For passengers—children	3 "

The average time consumed by passenger cars in passing over the road	1 h. 30 min.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$5,739 63
Taxes on real estate	8,614 69
Total cost of maintaining road and real estate	\$14,354 31

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses	\$5,678 41
Conductors and drivers	89,310 98
Watchmen, starters, switchmen, roadmen, etc.	9,145 75
Repairs of cars	9,538 76
Repairs of harness, including material and labor	1,248 22
Horseshoeing, including material and labor	3,760 34
Horses	5,860 00
Stable expenses—wages	9,156 62
Feed, grain, hay, etc., including expense of grinding	23,694 62
Fuel, gas, and lights	593 14
Oil and waste	226 55
Water tax	225 74
Damages to persons and property, including medical attendance	7,581 58
Law expenses	3,598 10
Rents, including use of other roads, ferries, etc.	1,792 61
Insurance	1,260 00
Advertising and printing	231 86
Contingencies	2,664 78
Total expense of operating road, and repairs	\$125,428 07

RAILROAD REPORT.

671

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$193,831 66
Rents of track	\$1,361 22
Sale of manure	1,334 13
Sale of horses	570 50
Sale of wood	280 34
	<hr/> 3,546 19
Total receipts	<hr/> \$197,377 85

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.	\$139,782 38
For interest.....	81,126 15
Total payments during the year	<hr/> \$170,908 53

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1878.

September 14. A man named Charles Thornton, who was subject to epileptic fits and who had during the last year fallen off two Myrtle avenue cars, fell off the front platform of a car in an epileptic fit; he was taken home and died during the next night. At an inquest before Coroner Simms the company was exonerated from all blame.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE H. HENRY.....	New York.
WHITSON OAKLEY	Brooklyn.
LOUIS FITZGERALD.....	New York.
ALFRED WAGSTAFF, Jr.	Islip, L. I.
E. B. COLT	New York.
J. B. FAIRBANKS	New York.
E. T. LYNCH.....	Flushing, L. I.

GEORGE H. HENRY..... President, New York.

H. A. SCHULZ..... Treasurer and Secretary, Brooklyn.

H. W. BUSH..... Superintendent, Brooklyn.

Communications intended for this company should be addressed, Brooklyn City and Newtown Railroad Company, No. 910 De Kalb avenue, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

GEO. H. HENRY, *President.*H. W. BUSH, *Supt.*

(No. 13.)

BROOKLYN CROSSTOWN.

STATE OF NEW YORK, }
Kings County, } ss.:

H. W. SLOCUM, President, and J. R. CONNER, Treasurer of the Brooklyn Crosstown Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) H. W. SLOCUM,
 J. R. CONNER.

Subscribed and sworn to before me, }
 this 19th day of November, 1878. }

GEO. M. PAYNTAR,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$200,000 00
Amount of stock subscribed	197,700 00
Amount paid in, as by last report	395,400 00
Total amount now paid in of capital stock*	197,700 00
Funded debt, as by last report	300,000 00
Total amount now of funded debt	486,000 00
Floating debt, as by last report	16,874 00
The amount now of floating debt	4,353 00
Total amount now of funded and floating debt	490,353 00
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For land, buildings and fixtures, including land damages	\$553,818 72	\$557,769 19
For cars, horses, and harness	83,974 09	86,046 42
For cars and sleighs	76,194 03	71,273 63
	44,965 00	44,665 00
Total cost of road and equipment	\$758,951 84	\$759,154 24

CHARACTERISTICS OF ROAD.

Length of road	8 miles.
Length of road laid	8 "
Length of double track, including sidings	8 "
Weight of rail, per yard	45 pounds.

* Capital stock reduced in accordance with the provisions of chapter 264, Laws of 1868.

RAILROAD REPORT.

673

Number of passenger cars	68
Number of horses	309
Length of main line of road from Hunter's Point to Erie Basin	8 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	4,230,468
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

Within city limits:	
Adults	5 cents.
Children	3 "
Beyond city limits	2 c. additional.

The average time consumed by passenger cars in passing over the road	1 hr. 20 min.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$6,933 60
Taxes on real estate	2,062 15
Total cost of maintaining road and real estate	\$8,995 75

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses	\$7,818 64
Conductors, drivers, and engineers on dummy cars	37,865 36
Watchmen, starters, switchmen, roadmen, etc.	8,519 79
Repairs of cars	13,985 81
Repairs of harness, including material and labor	1,136 48
Horseshoeing, including material and labor	4,089 38
Horses	12,694 50
Stable expenses	13,647 87
Feed, grain, hay, etc., including expense of grinding	29,291 13
Fuel, gas, and lights	1,149 35
Oil and waste	135 66
Water tax	475 54
Damages to persons and property, including medical attendance	1,259 50
Law expenses	817 28
Rents, including use of other roads, ferries, etc.	1,232 55
Insurance	412 82
Advertising and printing	712 71
Contingencies	7,894 14
Total expense of operating road, and repairs	\$143,138 01

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.		
From passengers		\$203,286 76
Manure	\$934 72	
Damages	154 72	
Interest	700 00	
Horses	483 00	
Tickets	989 00	
Old iron	289 79	
		8,551 23
Total receipts		\$206,837 99

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$152,133 76
For interest	21,630 00
Reduction of capital stock	\$7,850 00
New stable, and changing route with track	13,224 00
	<u>21,074 00</u>
Total payments during the year	<u>\$194,837 76</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
May 23	1	....	1
May 25	1	....	1
July 7	1	....	1	....
September 21	1	....	1	....
Totals	2	2	2	2

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1878.

May 23. Bernard Keenan was sweeping the street on Willoughby street, near Prince, in stepping back to avoid a wagon, tripped over his broom and fell under the horses' feet, and had two ribs broken.

May 25. John Gray, a child two and one-half years old, ran from under a truck that was standing beside the track on Navy street, and ran in between the horse and the car; was knocked down, and received injuries on the head from the running gear.

July 7. Henry Shields, eight years old, was stealing a ride on the rear of a car going through Richard street, jumped off and fell under the horses feet of a car passing in the opposite direction, receiving injuries in the groin, from which he died. The coroner's jury exonerated the driver.

September 21. Thomas A. Nelson, aged six years, in company with another boy, was stealing a ride on a truck on Richard street, near Verona, and being driven off by the truck driver, the deceased jumped on the track, immediately in front of the car horse, going in an opposite direction, was knocked down, and the front wheel of the car passed over his breast, killing him almost instantly. The coroner's jury exonerated the driver from all blame.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

HENRY A. SLOCUM.....
 SYLVESTER M. BEARD.....
 EZRA B. TUTTLE.....
 GEORGE RICARD.....
 HORACE M. WARREN.....
 CHARLES P. KINGSBURY.....
 JOHN C. PROVOST.....
 GEORGE A. KINGSLAND.....
 FRANKLIN H. KALBFLEISCH.....
 WILLIAM MARSHALL.....
 JOHN R. CONNER.....
 JAMES L. THUSLOW.....
 JAMES F. PIERCE.....

H. W. SLOCUM..... President.

J. R. CONNER..... Treasurer and Secretary.

Communications intended for this company should be addressed, No. 585 Manhattan avenue, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) H. W. SLOCUM, *President.*

JNO. R. CONNER, *Sec'y and Treas.*

(No. 14.)

BROOKLYN, WINFIELD AND NEWTOWN.

STATE OF NEW YORK, }
Kings County, } ss.:

JOHN H. BERGEN, President, and JULIUS T. CHESEBROUGH, Secretary of the Brooklyn, Winfield and Newtown Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN H. BERGEN,

JULIUS T. CHESEBROUGH.

Subscribed and sworn to before me, }
 this 15th day of January, 1879. }

FREEMAN CLARKSON,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter*	\$150,000 00
Amount of stock subscribed	83,500 00
Amount paid in, as by last report.	68,000 00
Total amount now paid in of capital stock.. ..	69,000 00

* Increased by stockholders to \$300,000.

Funded debt, as by last report	\$125,000 00
Total amount now of funded debt.	125,000 00
The amount now of floating debt	5,000 00
Total amount now of funded and floating debt	130,000 00
Average rate, per annum, of interest on funded debt	<u>7 per cent.</u>

CHARACTERISTICS OF ROAD.

Length of road, about	12 miles.
Length of road laid, about.	3 "
Weight of rail, per yard	<u>45 pounds.</u>

In July, 1870, this company made a contract with Elwell & Green, trustees, to build a railroad upon a portion of the route of this company on Metropolitan avenue, Grand street, and other streets in the city of Brooklyn and the town of Newtown, and subsequently, under said contract, about three miles of road was constructed and put in operation, and the same is now, and has been ever since its completion, in operation. The cost of constructing said road exceeded the sum of \$35,000.

Since October 26, 1870, such portion of this company's road has been, and is now, leased to, and operated by, the North Second Street and Middle Village Railroad Company.

The reason why the balance of this company's road has not been constructed, is the delay caused by litigation between this company and the city authorities of Brooklyn, and rival railroad companies therein.

This company has also expended about \$19,000 for land damages, engineering, maps, legal expenses, and other necessary expenses, all of which will be included and specified, so soon as the company is operating its road in its construction account.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN H. BERGEN	Flatbush.
WILLIAM A. SMITH	Brooklyn.
JOHN MCGROARTY	Brooklyn.
EDWARD R. PHELPS	White Plains, N. Y.
JAMES M. OAKLEY	Jamaica, L. I.
JULIUS F. CHESEBROUGH	New York City.
One vacancy.	

JOHN H. BERGEN	President.
JULIUS F. CHESEBROUGH	Secretary and Treasurer.
L. L. BARTLETT	Engineer.

Communications intended for this company should be addressed, JULIUS F. CHESEBROUGH, Treasurer, No. 30 Vesey street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN H. BERGEN, *President.*
JULIUS F. CHESEBROUGH, *Secretary.*

(No. 15.)

BUFFALO EAST SIDE STREET.

STATE OF NEW YORK, }
Erie County, } ss.:

HENRY M. WATSON, Treasurer, and EDWARD EDWARDS, acting Superintendent of operations of the Buffalo East Side Street Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) H. M. WATSON,
 EDW. EDWARDS.

Subscribed and sworn to before me, }
 this 2d day of December, 1878. }

L. T. KIMBALL, *Notary Public.*

STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	30,000 00
Amount paid in, as by last report.....	28,000 00
Total amount now paid in of capital stock.....	28,000 00
Funded debt, as by last report.....	288,000 00
Total amount now of funded debt.....	295,000 00
Floating debt, as by last report.....	128,971 42
The amount now of floating debt.....	89,455 25
Total amount now of funded and floating debt.....	384,455 25
Average rate, per annum, of interest on funded debt.....	10 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$382,885 13	\$382,666 88
For dummy cars, horses, mules, and harness ...	15,326 04	8,718 00
For cars and sleighs	36,710 31	36,710 31
Total cost of road and equipment	\$434,921 48	\$428,095 19

CHARACTERISTICS OF ROAD.

Length of road	14.221 miles.
Length of road laid	14.221 "
Length of double track, including sidings	4½ "
Weight of rail, per yard	50 pounds.
Number of passenger cars.....	36
Number of horses and mules	82

Length of main line of road from Seneca through Exchange, Louisiana, Taylor, Swan, and Jefferson, to Clinton street, from Main to Walden avenue, through Genesee street, from Main to stock yards, via Eagle, Jefferson, and William streets; return, William, Jefferson, Clinton, Michigan, and North Division streets to Main street, from foot of Main street through Ohio and Michigan street to Goodell street. 14.221 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars 1,195,676

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers 8 cents.
For way passengers 6 "

The average time consumed by passenger cars in passing over the road 28 minutes.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures \$2,628 49
Taxes on real estate 1,353 17
Total cost of maintaining road and real estate \$4,011 66

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence \$600 00
Officers, clerks, agents, and office expenses 1,945 04
Conductors, drivers, and engineers on dummy cars 14,029 75
Repairs of cars and sleighs 478 26
Repairs of harness, including material and labor 331 80
Horseshoeing, including material and labor 1,190 63
Horses and mules 2,340 00
Stable expenses } 12,667 75
Feed, grain, hay, etc., including expenses of grinding }
Fuel, gas, and lights 229 88
Oil and waste 228 21
Water tax 60 00
Damages to persons and property, including medical attendance 13 10
Law expenses 535 47
Insurance 392 00
Advertising and printing 509 27
Contingencies 28 22
Total expense of operating road, and repairs \$35,579 37

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers \$60,783 57
Rents \$215 75
Sale of bonds 7,000 00
Sale of horses 1,857 00
9,072 75
Total receipts \$69,856 32

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs \$39,591 03
For interest 15,085 41
Bills payable 11,879 75
Sundries 1,378 09
Total payments during the year \$67,934 28

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

September 29. Edward Crimmage, aged seven years, ran backwards against the horse's hind-quarter, fell down, and was run over by the Michigan street car No. 101, near the Elk street crossing; he died from his injuries on the same day.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOSEPH CHURCHYARD.....	Buffalo, N. Y.
ALEXANDER BRUSH.....	Buffalo, N. Y.
STEPHEN REIMANN.....	Buffalo, N. Y.
SAMUEL S. SPAULDING.....	Buffalo, N. Y.
HENRY M. WATSON.....	Buffalo, N. Y.

HENRY M. WATSON.....	Treasurer and Secretary.
MARSHEN DAVEY.....	Engineer.
EDWARD EDWARDS.....	Superintendent.

Communications intended for this company should be addressed, HENRY M. WATSON, Secretary, Nos. 11 and 13 Main street, Buffalo, Erie county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) H. M. WATSON, *Treasurer.*
EDW. EDWARDS, *Superintendent.*

(No. 16.)

BUFFALO STREET.

STATE OF NEW YORK, }
Erie County, } ss.:

STEPHEN V. R. WATSON, President, and EDWARD EDWARDS, acting Superintendent of operations of the Buffalo Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) S. V. R. WATSON,
EDW'D EDWARDS.

Subscribed and sworn to before me, }
this 3d day of December, 1878. }

L. T. KIMBALL,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in, as by last report.....	100,000 00
Total amount now paid in of capital stock.....	100,000 00
Funded debt, as by last report.....	563,159 40
Total amount now of funded debt.....	576,044 40
Floating debt, as by last report.....	56,472 71
The amount now of floating debt.....	33,748 09
Total amount now of funded and floating debt.....	609,792 49
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$341,668 99	\$341,668 99
For land, buildings and fixtures, including land		
damages.....	162,738 14	162,591 83
For dummy cars, horses, mules, and harness...	24,630 00	28,427 00
For cars and sleighs.....	63,269 50	63,519 50
Total cost of road and equipment.....	\$592,306 63	\$596,207 32

CHARACTERISTICS OF ROAD.

Length of road.....	8.81 miles.
Length of road laid.....	8.81 "
Length of double track, including sidings.....	8.81 "
Weight of rail, per yard.....	50 pounds.
Number of passenger cars.....	60
Number of horses and mules.....	235
Length of main line of road from Ohio street to Delavan avenue....	3.57 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	3,184,621
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	8 cents.
For through passengers when tickets are purchased.....	6 "
For way passengers.....	6 "
For way passengers when tickets are purchased.....	5 "

The average time consumed by passenger cars in passing over the road.....	45 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$8,209 91
Taxes on real estate.....	2,964 83
Total cost of maintaining road and real estate.....	\$11,174 74

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,200 00
Officers, clerks, agents, and office expenses.....	9,562 50
Conductors, drivers, and engineers on dummy cars.....	26,818 67
Repairs of cars and sleighs.....	10,533 59
Repairs of harness, including material and labor.....	1,302 23
Horseshoeing, including material and labor.....	3,574 78
Horses and mules.....	4,028 15
Stable expenses.....	19,329 10
Feed, grain, hay, etc., including expense of grinding.....	14,024 39
Fuel, gas, and lights.....	1,935 30
Oil and waste.....	196 50
Water tax.....	467 75
Damages to persons and property, including medical attendance....	39 25
Law expenses.....	1,956 48
Insurance.....	1,606 32
Advertising and printing.....	2,114 45
Contingencies.....	3,582 26
Total expense of operating road, and repairs.....	<u>\$102,271 72</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$170,991 75
Rents.....	\$346 31
Sale of bonds.....	13,000 00
Sundries.....	6,000 00
Total.....	<u>19,346 31</u>
	<u>\$190,338 06</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$113,446 46
For interest.....	43,928 64
Rolling stock.....	\$250 00
Horses.....	3,790 00
Bonds and mortgages payable.....	115 00
Bills payable.....	19,780 29
Profit and loss.....	600 00
Harness.....	7 00
Total payments during the year.....	<u>24,542 29</u>
	<u>\$181,917 39</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

STEPHEN V. R. WATSON.....	Buffalo, N. Y.
ELBRIDGE G. SPAULRING.....	Buffalo, N. Y.
SHERMAN S. ROGERS.....	Buffalo, N. Y.
GIBSON T. WILLIAMS.....	Buffalo, N. Y.
PASCAL P. PRATT.....	Buffalo, N. Y.

STEPHEN V. R. WATSON.....	President.
HENRY M. WATSON.....	Treasurer and Secretary.
MARSDEN DAVEY.....	Engineer.
EDWARD EDWARDS.....	Superintendent.

Communications intended for this company should be addressed, HENRY M. WATSON, Secretary, Nos. 11 and 13 Main street, Buffalo, Erie county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) S. V. R. WATSON, *President.*
EDW'D EDWARDS, *Superintendent.*

(No. 17.)

BUSHWICK.

STATE OF NEW YORK, }
Kings County, } ss.:

WILLIAM H. HUSTED, President, and WILLIAM N. MORRISON, acting Superintendent of operations of the Bushwick Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

WM. H. HUSTED,

WM. N. MORRISON.

Subscribed and sworn to before me, }
 this 12th day of November, 1878. }

J. G. JENKINS,

Notary Public, Kings County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$500,000 00
Amount of stock subscribed.....	309,000 00
Amount paid in, as by last report.....	309,000 00
Total amount now paid in of capital stock.....	309,000 00
Funded debt, as by last report.....	300,000 00
Total amount now of funded debt.....	300,000 00
Floating debt, as by last report.....	937 21
The amount now of floating debt.....	42,781 13
Total amount now of funded and floating debt.....	342,781 18
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$317,091 07	\$378,048 83
For land, buildings and fixtures, including land		
damages.....	74,690 09	74,690 09
For dummy cars, horses, mules, and harness....	124,201 60	148,593 81
For cars and sleighs.....	98,540 22	116,630 22
Total cost of road and equipment.....	\$614,522 98	\$717,961 95

CHARACTERISTICS OF ROAD.

Length of road.....	11½ miles.
Length of road laid.....	9½ "
Length of double track, including sidings.....	9½ "
Weight of rail, per yard.....	45, 50, & 60 lbs.
Number of dummy cars.....	5
Number of passenger cars.....	80
Number of horses.....	354

Grand street to city line.....	4 miles.
Greenpoint ferry to city line.....	3½ "
South Seventh Street ferry to Fulton avenue.....	3 "
Extension to Cypress Hill Cemetery.....	2 "

Number of passengers (all classes) carried in cars..... 4,355,475

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 and 8 cts.
For way passengers.....	3 and 5 cts.

AVERAGE TIME CONSUMED IN PASSING OVER THE ROAD.

Bushwick Line.....	39 minutes.
Bushwick Line, Cypress Hill Extension.....	12 "
Greenport Line.....	38 "
Tompkins Avenue Line.....	28 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$8,390 15
Taxes on real estate.....	1,730 56

Total cost of maintaining road and real estate..... \$10,120 71

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$3,960 28
Officers, clerks, agents, and office expenses.....	7,983 02
Conductors, drivers, and engineers on dummy cars.....	60,057 26
Watchmen, starters, switchmen, roadmen, etc.....	12,353 91
Repairs of dummy cars.....	548 00
Repairs of cars and wagons.....	7,760 45
Repairs of harness, including material and labor.....	1,130 93
Horseshoeing, including material and labor.....	4,261 13
Horses.....	6,760 00
Stable expenses.....	12,104 08
Feed, grain, hay, etc., including expense of grinding.....	26,718 48
Fuel, gas, and lights.....	1,821 05
Oil and waste.....	345 06
Water tax.....	750 56
Damages to persons and property, including medical attendance.....	214 03
Law expenses.....	1,300 57
Rents, including use of other roads, ferries, etc.....	4,354 70
Insurance.....	1,246 71
Advertising and printing.....	185 00
Assessment for street improvement.....	893 75
Removing snow and ice.....	660 53
Contingencies.....	4,875 10

Total expense of operating road, and repairs..... \$159,784 55

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$217,773 75
Manure and old iron.....	1,423 26
Sale of horses.....	837 00
Total receipts.....	\$220,034 01

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$169,905 26
For interest.....	22,731 32
For dividends on stock—amount and rate per cent, 2½ per cent semi-annually.....	15,450 00
For license.....	720 00

Total payments during the year..... \$208,806 58

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
October 1877. 27.....	1	....	....	....	....	....	1
July 1878. 29.....	1	....	1
September 15.....	1	....	....	....	....	....	1
Total.....	2	....	....	....	1	....	3

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

October 27. Owen McKean was injured by jumping from the platform of a car on the Bushwick line; his side and leg were slightly bruised.

July 29. Ambrose Sweeney, a boy about six years old, while playing around a car on the Tompkins avenue line fell in front of the wheel; one foot was severely injured.

September 15. N. Conklin, Jr., was bruised in the head while riding upon the platform of an open car; he leaned outward and came in contact with a passing vehicle.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM H. HUSTED	Brooklyn.
FREDERICK CROMWELL.....	Brooklyn.
ARCH. M. BLISS.....	Brooklyn.
AUGUSTUS IVINS	Brooklyn.
CHARLES W. GODARD.....	Brooklyn.
JOHN CASHOW	Brooklyn.
WM. H. MALE	Brooklyn.
WM. M. IVINS	Brooklyn.
S. L. HUSTED, Jr	Brooklyn.

WM. H. HUSTED.....	President.
AUGUSTUS IVINS.....	Treasurer.
S. D. HALLOWELL.....	Secretary.
WM. N. MORRISON.....	Superintendent.

Communications intended for this company should be addressed, Bushwick Railroad Company, No. 22 Broadway, Brooklyn, E. D., Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) WM. H. HUSTED, *President.*
WM. N. MORRISON, *Superintendent.*

(No. 18.)

CENTRAL CITY.

STATE OF NEW YORK, }
Onondaga County, } ss.:

JAMES M. ELLIS, President, and SANFORD D. EVANS, acting Superintendent of operations of the Central City Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

JAMES M. ELLIS,
SANFORD D. EVANS.Subscribed and sworn to before me, }
this 18th day of October, 1878. }JONATHAN C. CHASE,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$50,000 00
Amount of stock subscribed	50,000 00
Amount paid in, as by last report	21,130 00
Total amount now paid in of capital stock	21,130 00
Funded debt, as by last report	6,000 00
Total amount now of funded debt	6,000 00
Total amount now of funded and floating debt	6,000 00
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$20,000 00	\$20,000 00
For land, buildings and fixtures, including land damages	2,000 00	2,000 00
For horses, mules, and harness	2,943 41	2,943 41
For cars and sleighs	4,530 00	4,530 00
Total cost of road and equipment	\$29,473 41	\$29,473 41

CHARACTERISTICS OF ROAD.

Length of road	1½ miles.
Length of road laid	1½ "
Length of double track, including sidings	600 feet.
Weight of rail, per yard	45 pounds.
Number of passenger cars	6
Number of horses and mules	23
Length of main line of road from Syracuse to Salina	1½ miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	320,236
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	2, 4, and 5 cts.
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The average time consumed by passenger cars in passing over the road	18 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$897 99
Taxes on real estate	909 63
Total cost of maintaining road and real estate	\$1,807 62

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$900 00
Officers, clerks, agents, and office expenses	200 00
Conductors, drivers, and engineers on dummy cars	2,600 00
Repairs of cars and sleighs	426 12
Horseshoeing, including material and labor	723 90
Stable expenses	900 00
Feed, grain, hay, etc., including expense of grinding	2,003 87
Insurance	147 13
Contingencies	620 36
Total expense of operating road, and repairs	\$8,521 37

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$15,116 86
Horses	\$127 91
Manure	188 18
	316 09
Total receipts	\$15,432 95

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$10,328 99
For interest	420 00
For dividends on stock—amount and rate per cent, 8 per cent. . .	4,000 00
Total payments during the year	\$14,748 99

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JAMES M. ELLIS	Syracuse, N. Y.
JOEL THAYER	Skaneateles, N. Y.
DANIEL PRATT	Syracuse, N. Y.
T. B. FITCH	Syracuse, N. Y.
DANIEL PRATT, Jr.	Syracuse, N. Y.

JAMES M. ELLIS	President.
T. B. FITCH	Treasurer.
J. C. CHASE	Secretary.
SANFORD D. EVANS	Superintendent.

Communications intended for this company should be addressed, Central City Railway Company, Mechanics' Bank, Syracuse, Onondaga county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

JAMES M. ELLIS, *President.*

SANFORD D. EVANS, *Superintendent.*

(No. 19.)

CENTRAL CROSSTOWN.

STATE OF NEW YORK, }
New York County, } ss.:

J. B. SLAWSON, President, and D. DILLENBECK, Secretary of the Central Crosstown Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

J. B. SLAWSON.

(Signed)

D. DILLENBECK.

Subscribed and sworn to before me, }
this 12th day of December, 1878. }

EDWARD C. EVANS,

Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$600,000 00
Amount of stock subscribed	600,000 00
Amount paid in, as by last report.	600,000 00
Total amount now paid in of capital stock	600,000 00
Funded debt, as by last report	240,000 00
Total amount now of funded debt	240,000 00
Floating debt, as by last report	13,364 13
The amount now of floating debt	3,535 21
Total amount now of funded and floating debt	243,535 31
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$579,616 32	\$579,616 32
For land, buildings and fixtures, including land		
damages	181,629 81	181,629 81
For dummy cars, horses, mules, and harness ...	38,650 50	38,650 50
For cars and sleighs	40,103 37	40,103 37
Total cost of road and equipment	\$840,000 00	\$840,000 00

CHARACTERISTICS OF ROAD.

Length of road	2.40 miles.
Length of road laid	2.40 "
Length of double track, including sidings	2.53 "
Weight of rail, per yard	52 pounds.
Number of passenger cars	32
Number of horses and mules	150
Length of main line of road from Twenty-third street, East river, to Christopher street ferry	2.40 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	2,356,876
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	5 cents.
For way passengers	5 "

The average time consumed by passenger cars in passing over the road	27 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$3,834 84
Taxes on real estate	1,152 75
Total cost of maintaining road and real estate	\$4,987 59

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses	\$4,596 98
Conductors, drivers, and engineers on dummy cars	19,671 69
Watchmen, starters, switchmen, roadmen, etc.	4,433 21
Repairs of cars and sleighs	5,382 92
Repairs of harness, including material and labor	1,068 66
Horseshoeing, including material and labor	2,866 53
Horses and mules	3,428 00
Stable expenses	9,165 29
Feed, grain, hay, etc., including expense of grinding	13,978 15
Fuel, gas, and lights	714 75
Oil and waste	436 47
Water tax	259 55
Damages to persons and property, including medical attendance	85 13
Law expenses	5 75
Rents, including use of other roads, ferries, etc.	900 00
Insurance	540 00
Advertising and printing	830 56
Contingencies	8,463 91
Total expense of operating road and repairs	\$76,827 55

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$117,843 83
Advertising	\$50 00
Bed and room	921 96
Manure	425 00
Old iron	59 81
	1,456 77
Total receipts	\$119,300 60

RAILROAD REPORT.

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PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$81,815 14
For interest	17,578 62
Total payments during the year	<u>\$99,391 76</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
December 4.	1	....	1
1878.								
January 31.	1	....	1
March 20.	1	....	1	....
April 23.	1	....	1	....
June 3.	1	....	1
Totals	2	3	2	3

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

December 4. Isaac Hermann, aged about 49 years, running across Broadway at Fifteenth street, slipped and fell against car No. 19, then on to the pavement, hurting his knees; driver blameless.

1878.

January 31. J. Richard Jordan, aged about 55 years, while working for company, clearing track of snow on West street, slipped under the horses attached to car No. 21; slightly bruised; driver blameless.

March 24. Edwin Booth Thompson, aged 7 years, while playing on Seventeenth street, near Third avenue, jumped sideways under the horses' hind legs; the front wheel of car No. 5, when stopped, rested on one of the boy's legs; he died a few days after from shock; coroner's jury exonerated the driver from all blame.

April 23. Bernard J. Donnelly, aged 38 years, drunk, on West street, staggered under the horse attached to car No. 6, which passed over him; he died in a few hours; coroner's jury exonerated driver from all blame.

June 3. Patrick Cosgrove, aged about 47 years, drunk, while digging between tracks on West Eleventh street, claimed to have been struck by car No. 9; side bruised; driver blameless.

CENTRAL PARK, NORTH AND EAST RIVER

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

J. B. SLAWSON	New York City.
ADDISON CAMMACK	New York City.
J. L. MACAULAY	New York City.
J. C. CARY	New York City.
CHARLES J. OSBORN	New York City.
R. S. ELLIOTT.....	New York City.
Z. C. DEAS.....	New York City.
H. A. NELSON	New York City.
G. S. HAET.....	New York City.
R. N. HAZARD	New York City.
A. J. MACAULAY.....	New York City.
J. B. SLAWSON	President.
A. CAMMACK.....	Vice-President.
J. L. MACAULAY.....	Treasurer.
D. DILLENBECK	Secretary.

Communications intended for this company should be addressed, Central Crosstown Railroad Company, No. 365 Avenue A, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) J. B. SLAWSON, *President.*
D. DILLENBECK, *Secretary.*

(No. 20.)

CENTRAL PARK, NORTH AND EAST RIVER.

STATE OF NEW YORK, }
New York County, } ss.:

JOHNSON L. VALENTINE, Treasurer, and E. W. HINDES, acting Superintendent of operations of the Central Park, North and East River Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHNSON L. VALENTINE,
E. W. HINDES.

Subscribed and sworn to before me, }
this 13th day of November, 1878. }

C. DENSMORE WYMAN,
Notary Public, New York.

STOCK AND DEBTS.

Capital stock, as by charter	\$1,800,000 00
Amount of stock subscribed	1,800,000 00
Amount paid in, as by last report	1,683,000 00

Total amount now paid in of capital stock	\$1,800,000 00
Funded debt, as by last report	1,200,000 00
Total amount now of funded debt	1,213,000 00
Floating debt, as by last report.....	5,279 57
The amount now of floating debt	6,156 87
Total amount now of funded and floating debt.....	1,219,156 87
Average rate, per annum, of interest on funded debt	<u>7 per cent.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For land, buildings and fixtures, including land damages	\$1,164,000 00	\$1,164,000 00
For dummy cars, horses, mules, and harness ...	464,500 00	480,000 00
For cars and sleighs	220,500 00	220,500 00
	190,000 00	190,000 00
Total cost of road and equipment	<u>\$2,039,000 00</u>	<u>\$2,054,500 00</u>

CHARACTERISTICS OF ROAD.

Length of road	13 miles.
Length of road laid	13 "
Length of double track, including sidings	13 "
Weight of rail, per yard	62 pounds.
Number of passenger cars	132
Number of horses and mules.....	1,169
Length of main line of road from Fifty-ninth street, east and west, to South ferry.....	<u>13 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.	<u>13,869,694</u>
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THE RATE OF FARE FOR PASSENGERS, CHARGED AS FOLLOWS:

For through passengers.....	5 cents.
For way passengers	<u>5 "</u>

THE AVERAGE TIME CONSUMED BY PASSENGER CARS IN PASSING OVER THE ROAD.

Tenth avenue, East Fifty-ninth street, and First avenue to South ferry	1 hr. 30 min.
Tenth avenue and West street to South ferry.....	54 "
Total	<u>2 hr. 24 min.</u>

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$27,993 33
Taxes on real estate.....	6,694 98
Total cost of maintaining road and real estate.....	<u>\$34,688 31</u>

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$3,253 33
Officers, clerks, agents, and office expenses.....	28,133 89
Conductors, drivers, and engineers on dummy cars.....	163,168 35
Watchmen, starters, switchmen, roadmen, etc.....	25,333 09
Repairs of cars and sleighs.....	20,933 14
Repairs of harness, including material and labor.....	3,079 73
Horseshoeing, including material and labor.....	14,691 44
Horses and mules.....	28,345 00
Stable expenses.....	53,565 24
Feed, grain, hay, etc., including expense of grinding.....	81,649 99
Fuel, gas, and lights.....	3,900 49
Oil and waste.....	304 75
Water tax.....	955 85
Damages to persons and property, including medical attendance.....	1,732 90
Law expenses.....	280 44
Rents, including use of other roads, ferries, etc.....	6,375 00
Insurance.....	3,295 39
Advertising and printing.....	978 18
Contingencies.....	5,953 15
Total expense of operating road, and repairs.....	<u>\$440,929 28</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$691,973 04
Horses sold.....	\$4,737 50
Manure.....	2,107 34
Iron, wood, etc.....	3,123 03
Rents.....	4,516 16
Loans.....	55,000 00
Interest.....	10,770 62
Advertising.....	68 20
Miscellaneous.....	4,268 91
	<u>84,586 76</u>
Total receipts.....	<u>\$776,559 80</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$475,617 59
For interest.....	84,751 79
For dividends on stock—amount and rate per cent, 6 per cent..	102,363 30
Sinking fund.....	51,853 42
Loans paid.....	55,000 00
Real estate.....	2,500 00
Total payments during the year.....	<u>\$773,086 10</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
December 4.....	1	....	1	....
1878.								
February 14.....	1	....	1
May 9.....	2	....	....	....	....	....	2
May 13.....	1	....	1
June 15.....	1	....	1	....
July 16.....	1	....	....	....	....	....	1
July 25.....	1	....	1
August 9.....	1	....	....	....	1
September 22.....	1	....	....	....	....	....	1
September 30.....	1	....	....	....	....	....	1
Totals	5	....	1	2	3	2	9

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1877.

December 4. John Farely, aged seven, ran against traces of car, fell down, was run over and sustained injuries from which he died.

1878.

February 14. Abram Van Raaltie, while assisting to get car on track, Roosevelt street, was squeezed between car and a truck and had right arm broken.

May 9. Mary Simermeyer and Bridget Foley, passengers in a car which was run into and broken by a freight car while crossing tracks of New York Central and Hudson River Railroad, at Thirtieth street, received slight injuries.

May 13. Walter Kane, aged six, was swinging to fender of car when he fell and one leg was run over by hind wheel ; leg has since been amputated.

June 15. Adolph Leopold, aged five, ran against team attached to car, was knocked down, run over by car and killed instantly. Coroner's verdict, "accidental death."

July 16. James Whelan, intoxicated passenger, assaulted conductor on front platform ; both fell from car, and Whelan's leg was injured.

July 25. Mary Anne Butler, aged four, fell between horses ; had hand injured, necessitating amputation of fingers.

August 9. Bernard Lynch, employe, had foot injured by car in car house.

September 22. Henry Geiger jumped backwards from car, fell, and injured leg.

September 30. Louis Mental, intoxicated, fell from car in First avenue and sustained slight injuries to forehead and arm.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ABIJAH CURTIS.....	Yonkers, N. Y.
G. HILTON SCRIBNER.....	Yonkers, N. Y.
BENJAMIN H. HUTTON.....	New York City.
HENRY DE COPPET.....	New York City.
FRANK CURTISS.....	New York City.
JOHN T. TERRY.....	Irrington, N. Y.
EDWARD WESTON.....	Yonkers, N. Y.
HENRY W. SMITH.....	New York City.
DAVID DOWS.....	New York City.
THURLOW WEED.....	New York City.
FREDERICK DE BILLIKE.....	Yonkers, N. Y.
HEBER R. BISHOP.....	Irrington, N. Y.
AUGUSTUS L. BROWN.....	New York City.

ABIJAH CURTIS.....	President, Yonkers, N. Y.
J. L. VALENTINE.....	Treasurer, New York City.
C. DENSMORE WYMAN.....	Secretary, New York City.
E. W. HINDES.....	Superintendent, New York City.

Communications intended for this company should be addressed, Central Park, North and East River Railroad Company, Tenth avenue, between Fifty-third and Fifty-fourth streets, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) J. L. VALENTINE, *Treasurer.*
E. W. HINDES, *Superintendent.*

(No. 21.)

CHRISTOPHER AND TENTH STREET.

STATE OF NEW YORK, }
New York County, } ss.:

GEORGE C. SHARP, Manager for the President of the Christopher and Tenth Street Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE C. SHARP.

Subscribed and sworn to before me, }
this 13th day of December, 1878. }

ISAAC L. GENSLER,
Notary Public, New York County.

RAILROAD REPORT.

695

STOCK AND DEBTS.

Capital stock, as by charter	\$650,000 00
Amount of stock subscribed	650,000 00
Amount paid in, as by last report	650,000 00
Total amount now paid in of capital stock	650,000 00
Floating debt, as by last report	27,651 43
The amount now of floating debt	55,850 72
Total amount now of funded and floating debt	55,850 72

COST OF ROAD AND EQUIPMENT.

Purchased complete for \$650,000, subject to mortgage on depot property	\$68,500
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CHARACTERISTICS OF ROAD.

Length of road	3 miles.
Length of road laid	3 "
Length of track, including sidings	3 "
Weight of rail per yard	45 pounds.
Number of passenger cars	40
Number of horses and mules	242

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	2,074,323
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	5 cents.
For way passengers	5 "

The average time consumed by passenger cars in passing over the road	25 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$4,167 16
Taxes on real estate	4,285 28
Total cost of maintaining road and real estate	\$8,452 44

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$5,000 00
Officers, clerks, agents, and office expenses	5,697 09
Conductors, drivers, watchmen, starters, switchmen, roadmen, etc..	21,113 25
Repairs of cars	4,362 66
Repairs of harness, including material and labor	1,432 67
Horseshoeing, including material and labor	3,117 19
Horses and mules	9,360 00
Stable expenses	9,174 43
Feed, grain, hay, etc., including expense of grinding	16,287 30
Fuel, gas, and lights	} 1,648 81
Oil and waste	
Water tax	133 40
Damages to persons and property, including medical attendance	1,884 00
Law expenses	369 27
Rents, including use of other roads, ferries, etc	200 00
Insurance	1,173 60
Advertising and printing	848 15
Removing snow and ice	410 00
Passenger registers	650 00

Total expense of operating road, and repairs	\$82,861 82
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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$103,716 15
Sale of wood	\$12 07
Sale of horses	1,413 50
Sale of old shoes	50 01
Sale of old rails	113 77
Sale of manure	427 00
	<hr/>
	2,016 35
Total receipts	<hr/> \$105,732 50 <hr/>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$91,314 26
For interest	7,892 86
Detective service	118 25
	<hr/>
Total payments during the year	<hr/> \$99,325 37 <hr/>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
January 12.....	1	....	1
May 2.....	1	....	1	....
Totals.....	1	1	1	1

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

January 12. Frank Rachy, nine years old, of 113 Christopher street, started to cross the street in front of car No. 7, and, in so doing, was knocked down by the horse, and lay lengthwise of the track, which allowed the car to pass over him without any injury.

May 2. Louisa Wichner, five years old, while crossing First avenue and Eighth street, having her sister Mary, two and one-half years old, in her arms, was frightened by the approach of car No. 15, going east, and suddenly dropped her sister Mary on the track and ran away, and before the car could be stopped it ran over her arm and leg, from which she died. Coroner's jury fully exonerated the company and driver from all blame.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JACOB SHARP	New York.
LEWIS MAY	New York.
ISAAC HENDRIX	New York.
DAVID JAMES KING	New York.
EUGENE S. BALLIN	New York.
THURLOW WEED	New York.
HENDERSON MOORE	New York.
JOHN R. FLANAGAN	New York.
BENJAMIN RUSSAK	New York.
JOHN DOUNEY	New York.
S. B. H. VANCE	New York.
M. M. WHITE	New York.
JULIUS J. LYONS	New York.

JACOB SHARP	President.
LEWIS MAY	Treasurer.
GEORGE W. LINTH	Secretary.
GEORGE C. SHARP	Manager for the President.

Communications intended for this company should be addressed, Christopher and Tenth Street Railroad Company, No. 168 Christopher street, New York.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GEO. C. SHARP, *Manager for the President.*

(No. 22.)

CITY OF POUGHKEEPSIE.

STATE OF NEW YORK, } ss.:
Dutchess County, }

AARON INNIS, President, and MARK H. HITCHCOCK, acting Superintendent of operations of the City Railroad Company of Poughkeepsie, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) AARON INNIS,
MARK H. HITCHCOCK.

Subscribed and sworn to before me, }
this 18th day of November, 1878. }

N. H. CHAMPLIN,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$85,000 00
Amount of stock subscribed	79,519 17

Total amount now paid in of capital stock	\$72,582 86
Total amount now of funded debt.	16,000 00
Total amount now of funded and floating debt.	16,000 00
Average rate, per annum, of interest on funded debt.	7 per cent.

The City Railroad Company of Poughkeepsie was formed in place of the Poughkeepsie City Railroad Company, which was foreclosed on the 12th day of August, 1876, and purchased by the bondholders and creditors of the old company for the amount of their claims, being \$79,519.17. On receiving the stock, each subscriber pays a percentage. As will be seen by the report, there has been taken \$72,582.86. The difference—\$6,936.31—is, by the terms of the organization of the new company, to be forfeited by the holders if they do not pay their percentage within the specified time, not yet expired. Therefore the cost of the road to the present company is now \$72,582.86; funded debt, \$16,000; total, \$88,582.86.

The present company took possession of the road on the 22d day of October, 1877.

COST OF ROAD AND EQUIPMENT.

For road-bed and superstructure, including iron.	} \$88,582 86
For land, buildings and fixtures, including land damages.	
For dummy cars, horses, mules, and harness.	
For cars and sleighs	

CHARACTERISTICS OF ROAD.

Length of road	7½ miles.
Length of road laid	4 "
Length of double track, including sidings	1 "
Weight of rail, per yard	28 and 35 lbs.
Number of passenger cars	9
Number of freight cars	3
Number of horses and mules	40
Length of main line of road laid from Vassar College to Hudson river,	3 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	150,689
Number of tons, of 2,000 pounds, of freight carried in cars, about ..	37

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	10 cents.
For way passengers	6½ to 10 "

The average time consumed by passenger cars in passing over the road	36 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.	\$391 94
Taxes on real estate	304 90
Total cost of maintaining road and real estate	\$696 84

RAILROAD REPORT.

699

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,288 80
Officers, clerks, agents, and office expenses	305 96
Conductors, drivers, and engineers on dummy cars	2,004 23
Watchmen, starters, switchmen, roadmen, etc	1,110 77
Repairs of cars and sleighs	125 56
Repairs of harness, including material and labor	70 91
Horseshoeing, including material and labor	683 61
Horses and mules.....	528 85
Stable expenses.....	1,427 45
Feed, grain, hay, etc., including expense of grinding	2,297 57
Fuel, gas, and lights	95 57
Water tax.....	56 76
Damages to persons and property, including medical attendance	23 00
Insurance	182 36
Advertising and printing.....	10 35
Contingencies	303 74
Total expense of operating road, and repairs	<u>\$10,515 49</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$12,726 47
From freight	312 90
Board of horses	\$10 20
Horse hire	48 00
Sale of horses	632 50
Sale of manure	50 50
Vassar College messenger.....	199 64
Advertising	7 50
Sundries.....	17 75
Real estate.....	48 00
Receiver's account.....	1,521 07
Stock	545 26
	<u>3,080 42</u>
Total receipts.....	<u>\$16,119 79</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$11,212 33
For interest	562 22
Real estate	\$297 73
Receiver's account	1,970 02
	<u>2,267 75</u>
Total payments during the year	<u>\$14,042 30</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1878.

July 8. Daniel White was, by his own carelessness, kicked severely, unfitting him for labor for eight weeks. Is now in the employ of this company as car driver.

CONEY ISLAND AND BROOKLYN

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

AARON INNIS	Poughkeepsie.
EDWARD STORM	Poughkeepsie.
ISAAC W. WHITE	New York.
A. B. SMITH	Poughkeepsie.
H. A. NELSON	Poughkeepsie.
JOHN I. PLATT	Poughkeepsie.
JOHN P. H. TALLMAN	Poughkeepsie.
HUDSON TAYLOR	Poughkeepsie.
ROBERT W. FROST	Poughkeepsie.

AARON INNIS	President, Poughkeepsie.
JOHN I. PLATT	Treasurer, Poughkeepsie.
A. B. SMITH	Secretary, Poughkeepsie.
MARK H. HITCHCOCK	Superintendent, Poughkeepsie.

Communications intended for this company should be addressed, MARK H. HITCHCOCK, Poughkeepsie, Dutchess county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) AARON INNIS, *President.*
MARK H. HITCHCOCK, *Superintendent.*

(No. 23.)

CONEY ISLAND AND BROOKLYN.

STATE OF NEW YORK, }
County, } ss.:

ED. F. DRAYTON, Treasurer and Secretary, and JOHN L. HOAGLAND, acting Superintendent of operations of the Coney Island and Brooklyn Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ED. F. DRAYTON,
J. L. HOAGLAND.

Subscribed and sworn to before me, }
this 25th day of November, 1878. }

IRA A. KIMBALL,
Notary Public, Kings County.

RAILROAD REPORT.

701

STOCK AND DEBTS.

Capital stock, as by charter	\$500,000 00
Amount of stock subscribed	500,000 00
Amount paid in, as by last report.	500,000 00
Total amount now paid in of capital stock	500,000 00
Funded debt, as by last report.	303,000 00
Total amount now of funded debt	289,000 00
Floating debt, as by last report	19,262 86
*The amount now of floating debt	2,108 83
Total amount now of funded and floating debt	291,108 83
Average rate, per annum, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment	\$713,759 04	\$713,759 04

CHARACTERISTICS OF ROAD.

Length of road	10.40 miles.
Length of road laid	10.40 "
Length of double track, including sidings	4.68 "
Number of passenger cars	64
Number of horses and mules, average	258

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.	3,526 037
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

† For through passengers	15 cents.
For way passengers.	Proportionate.

The average time consumed by passenger cars in passing over the road	1 h. 45 min.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$9,657 38
Taxes on real estate	1,330 78
Total cost of maintaining road and real estate.	\$10,988 16

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses	\$5,170 23
Conductors, drivers, and engineers on dummy cars	45,478 84
Watchmen, starters, switchmen, roadmen, etc.	9,512 41
Repairs of cars and sleighs	8,264 58
Repairs of harness, including material and labor.	1,489 32
Horseshoeing, including material and labor.	4,180 03
Horses and mules	8,507 25
Stable expenses	12,130 42
Feed, grain, hay, etc., including expenses of grinding	26,575 22
Fuel, gas, and lights	1,339 91
Oil and waste	252 85

* In litigation.

† Reduced in July, 1878, to above rate.

Water tax	\$231 74
Damages to persons and property, including medical attendance....	705 00
Law expenses	173 75
Rents, including use of other roads, ferries, etc.	295 00
Insurance	1,412 43
Advertising and printing.....	583 92
Contingencies	2,473 69
Total expenses of operating road, and repairs.....	<u>\$128,776 59</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$177,738 74
From freight.....	4,895 97
Manure sales	\$1,527 50
Iron castings, supplies of feed, lumber, shoes, etc., ..	1,269 62
Horse sales.....	735 00
Rent, track, and buildings.....	1,227 68
Trustees' fund account of redemption of bonds	13,930 91
	<u>18,690 71</u>
Total receipts	<u>\$201,345 42</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$139,764 75
For interest	21,020 62
Redemption of bonds	\$14,000 00
Old claims	18,906 90
Incident to steam project	1,798 92
	<u>34,700 82</u>
Total payments during the year	<u>\$195,486 19</u>

ACCIDENTS.

DATE.	PASSENGER.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
November 15	1	....	....	....	....	....	1
1878.								
April 10	1	....	1
May 1	1	....	1
July	1	....	1
Total	1	....	....	....	3	....	4

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

November 15. Johnⁿ Hogan, adult, was injured by being crushed under a car wheel, from which he suffered amputation of a leg; recovered.

1878.

April 10. Alfred Sweeney, a small boy, while playing at night with his companions, jumped off and on a car while in motion, and fell or was thrown under the car, receiving severe injuries; recovered.

May 1. A little girl, Alice Marcella, was said to have received a fracture of one of her arms under similar circumstances to those in the case of Alfred Sweeney; recovered.

July. In September, 1878, claims of a vague character were made upon this company by Mrs. Maria F. Clark, an adult, for injuries received in July of same year, by falling upon a platform used as a depot stand at Cove Island. It was alleged that a fracture of the wrist and severe internal damages were received, from which the claimant ultimately recovered.

In all the above cases, no charge of carelessness was brought against any person in the employment of the company, nor were such employees discharged from service by reason of said accidents.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

CHARLES J. LOWRY	Brooklyn.
SAMUEL BURHANS, JR.	New York.
E. J. DENNISON.	New York.
SAMUEL McLEAN	Brooklyn.
JOHN A. BUCKINGHAM.	Brooklyn.
WILLIAM C. KINGSLEY.	Brooklyn.
E. C. BOGERT	New York.
WILLIAM H. GUION	New York.
EDGAR M. CULLEN.	Brooklyn.
GEORGE E. NICHOLS	Brooklyn.
FRANK WOODRUFF.	Brooklyn.
WILLIAM JOHNSTON	Brooklyn.
EDWARD D. PETERS.	Boston.

SAMUEL BURHANS, JR. President, New York.

EDWARD F. DRAYTON. Treasurer and Secretary, Brooklyn.

JOHN S. HOAGLAND Superintendent, Brooklyn. |

Communications intended for this company should be addressed, Fifteenth street and City Line, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them, as far as practicable, and believe them to be correct.

(Signed)

ED. F. DRAYTON, *Treasurer.*

J. S. HOAGLAND, *Superintendent.*

(No. 24.)

DRY DOCK, EAST BROADWAY AND BATTERY.

STATE OF NEW YORK, }
New York County, } ss.:

WM. WHITE, President, and ARCHIBALD HANCE, acting Superintendent of operations of the Dry Dock, East Broadway and Battery Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. WHITE,
 ARCHIBALD HANCE.

Subscribed and sworn to before me, }
 this 16th day of November, 1878. }

THOMAS W. FRANCIS,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$1,200,000 00
Amount of stock subscribed.....	1,200,000 00
Amount paid in, as by last report.....	1,200,000 00
Total amount now paid in of capital stock	1,200,000 00
Funded debt, as by last report	915,000 00
Total amount now of funded debt	915,000 00
Total amount now of funded and floating debt.....	915,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$351,049 25	\$351,049 25
For land, buildings and fixtures, including land		
damages	584,125 63	618,125 63
For horses and harness.....	150,850 00	146,850 00
For cars and wagons.....	129,000 00	129,000 00
Total cost of road and equipment	\$1,215,024 88	\$1,245,024 88

CHARACTERISTICS OF ROAD.

Length of road.....	25 miles.
Length of road laid.....	11.25 "
Weight of rail, per yard.....	52 to 62 lbs.
Number of passenger cars	123
Number of horses	898

RAILROAD REPORT.

705

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.	13,775,890
The rate of fare for passengers charged.	5 cents.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.	\$32,609 45
*Taxes on real estate.	18,053 13
Total cost of maintaining the road and real estate.	\$50,662 58

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses.	\$26,028 56
Conductors, drivers, watchmen, starters, switchmen, roadmen, etc.	133,944 73
Repairs of engine, boiler, machinery, etc.	1,133 71
Repairs of cars.	21,914 01
Repairs of harness, including material and labor.	2,924 44
Horseshoeing, including material and labor.	12,350 64
Horses.	24,617 50
Stable expenses.	48,419 57
Feed, grain, hay, etc., including expenses of grinding.	70,627 06
Fuel, gas, and lights.	3,116 00
Oil and waste.	783 05
Water tax.	790 60
Damages to persons and property, including medical attendance.	4,276 24
Law expenses.	3,417 13
Rents, including use of other roads, ferries, etc.	8,097 85
Insurance.	3,824 90
Advertising and printing.	506 92
Removing snow and ice.	728 35
Miscellaneous.	2,763 93
Total expense of operating road, and repairs.	\$370,265 19

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.	\$688,974 54
Manure.	\$2,353 75
Wood from bales.	422 20
Rent.	8,210 00
Advertising.	1,323 64
Insurance, etc., on depot burned.	98,253 63
	110,563 22
Total receipts.	\$799,537 76

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.	\$420,927 77
For interest.	66,496 84
For dividends on stock—amount and rate per cent, 2 per cent quarterly.	96,000 00
Rebuilding depot.	130,226 48
Investment U. S. government bonds.	95,000 00
Total payments during the year.	\$808,651 09

* Taxes for 1878 not paid until October 14 and 29, 1878.

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
December 13.....	1	....	1
December 18.....	1	....	....	....	....	....	1
December 20.....	1	1	....
December 26.....	1	....	....	1	....	1
1878.								
March 30.....	1	....	1	....
May 1.....	1	....	1
May 26.....	1	....	1
Total.....	1	1	....	1	4	2	5

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1877.

December 13. Cornelius Desmond, 75 years old, very deaf, crossing track knocked down, and left leg lacerated ; recovered.

December 18. John Sickenger, riding on front platform, jumped from car while in motion, to get his hat, which had fallen off ; right leg broken above ankle ; recovered.

December 20. Cornelius Brady, 60 years old, caught between Avenue D and Bleecker street cars, while watering horses ; died.

December 26. John Murphy, 16 years old, ran around one car into the horses of another car passing at the time ; knocked down and left arm crushed ; recovered.

1878.

March 30. Jennie Singer, two years old, in the streets unguarded ; knocked down by car ; died.

May 1. A. Izzo, seven years old, boot-black, while playing with other boys, ran against car and injured ; recovered.

May 26. Jos. Hollander, while engaged in greasing a wagon, was struck by car ; right leg fractured ; recovered.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WM. WHITE	White Plains, N. Y.
THURLOW WEED	New York City.
CHAS. CURTISS	New York City.
EDWIN B. MORGAN	Aurora, N. Y.
GEO. G. LAKE	New York City.
CHAS. A. HUTCHKISS	Bridgeport, Conn.
WM. RICHARDSON	Brooklyn, N. Y.
ERASTUS C. BENEDICT	New York City.
RICHARD KELLY	New York City.
ISAAC MEHRBACH	New York City.
JOHN H. WAYDELL	New York City.
ELLIOT SMITH	New York City.
JOHN M. SCRIBNER, JR.	New York City.

WM. WHITE. President.

RICHARD KELLY

Treasurer and Secretary.

A. HANCE

Superintendent.

Communications intended for this company should be addressed, Wm. White, President, No. 605 Grand street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

W. WHITE, *President.*

ARCHIBALD HANCE, *Supt.*

(No. 25.)

DUNKIRK AND FREDONIA.

LESSOR.

STATE OF NEW YORK, }
Chautauqua County, } ss.:

ORSON STILES, Treasurer, and BENJAMIN W. COTTON, acting Superintendent of operations of the Dunkirk and Fredonia Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

O. STILES,

B. W. COTTON.

Subscribed and sworn to before me, }
 this 18th day of November, 1878. }

E. F. WARREN,

Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$75,100 00
Amount of stock subscribed	35,100 00
Amount paid in, as by last report.....	35,100 00
Total amount now paid in of capital stock.....	35,100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For land, buildings and fixtures, including land damages	\$38,211 38 1,195 00	\$38,211 38 1,195 00
For cars, horses, mules, harness and sleighs....	4,768 77	4,768 77
Total cost of road and equipment.....	\$44,175 15	\$44,175 15

CHARACTERISTICS OF ROAD.

Length of road.....	3½ miles.
Length of road laid.....	34 "
Weight of rail, per yard	25 pounds.
Number of dummy cars.....	4
Number of horses	8
Length of main line of road from Dunkirk to Fredonia.....	3½ miles.

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers.....	5 to 10 "

The average time consumed by passenger cars in passing over the road	35 minutes.
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The road has been rented one-half the year at \$3,600 per year, and one-half the year at \$3,376. Taxes are paid by the lessee, and the repairs are made by him.

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
Rent of road.....	\$3,488 00

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For dividends on stock—amount and rate per cent, 8½ per cent..	\$3,046 00
Insurance.....	18 25
Rent of car house.....	30 00
Total payments during the year	\$3,094 25

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

MILTON M. FENNER.....	Fredonia, N. Y.
RUFUS HAYWOOD.....	Fredonia, N. Y.
GEORGE BARKER	Fredonia, N. Y.
CHARLES A. CLUTE.....	Fredonia, N. Y.
FRANK MAY.....	Dunkirk, N. Y.

M. M. FENNER	President.
O. STILES	Treasurer and Secretary.
B. W. COTTON.....	Superintendent.

Communications intended for this company should be addressed, O. STILES, No. 67 Main street, Fredonia, Chautauqua county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) O. STILES, *Treasurer.*
B. W. COTTON, *Supt.*

(No. 26.)

DUNKIRK AND FREDONIA,

LESSEE.

STATE OF NEW YORK, }
Chautauqua County, } ss.:

BENJAMIN W. COTTON, Lessee and acting Superintendent of operations of the Dunkirk and Fredonia Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) B. W. COTTON.

Subscribed and sworn to before me, }
this 18th day of November, 1878. }

E. F. WARREN, *Notary Public.*

CHARACTERISTICS OF ROAD.

Length of road.....	3½ miles.
Length of road laid.....	3½ "
Weight of rail, per yard.....	25 pounds.
Number of freight cars.....	4
Length of main line of road from Dunkirk to Fredonia.....	3½ miles.

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers.....	5 to 10 "
The average time consumed by passenger cars in passing over the road.....	35 minutes.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$300 00
Taxes on real estate.....	507 26
Total cost of maintaining road and real estate.....	\$807 26

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Conductors, drivers, and engineers on cars.....	\$874 14
Repairs of cars and sleighs.....	124 10
Repairs of harness, including material and labor.....	34 31
Horseshoeing, including material and labor.....	106 70
Stable expenses.....	224 74
Feed, grain, hay, etc., including expense of grinding.....	599 78
Fuel, gas, and lights.....	13 50
Oil and waste.....	28 63
Water tax.....	5 00
Rents, including use of other roads, ferries, etc.....	55 50
Insurance.....	18 25
Total expense of operating road, and repairs.....	\$2,084 65

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$6,445 73
From freight, express.....	547 51
Mail.....	\$500 00
Signs.....	21 00
	<u>\$521 00</u>
Total receipts.....	<u>\$7,514 24</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$2,891 91
Rent of road.....	3,488 00
Total payments during the year.....	<u>\$6,379 91</u>

Communications intended for this company should be addressed, Lessee of Dunkirk and Fredonia Railroad Company, Fredonia, Chautauqua county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) B. W. COTTON, *Lessee*.

(No. 27.)

EAST GENESEE STREET AND SEWARD AVENUE.

STATE OF NEW YORK, }
Cayuga County, } ss.:

E. W. JOHNSON, Treasurer, and M. T. TREAT, acting Superintendent of operations of the East Genesee Street and Seward Avenue Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) E. W. JOHNSON,
M. T. TREAT.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

CHAS. O'BRIEN,
Notary Public, Cayuga County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$25,000 00
Amount of stock subscribed.....	22,000 00
Amount paid in, as by last report.....	21,510 00
Total amount now paid in of capital stock.....	21,510 00
Funded debt, as by last report.....	12,000 00
Total amount now of funded debt.....	12,000 00
Floating debt, as by last report.....	9,000 00
The amount now of floating debt.....	10,294 92
Total amount now of funded and floating debt.....	22,294 92
Average rate, per annum, of interest on funded debt.....	<u>7 per cent.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$21,338 05	\$21,338 05
For land, buildings and fixtures, including land damages	4,913 70	4,913 70
For dummy cars, horses, mules, and harness ...	2,800 00	2,800 00
For cars and sleighs.....	4,865 00	4,865 00
Total cost of road and equipment....	\$33,916 75	\$33,916 75

CHARACTERISTICS OF ROAD.

Length of road	2.50 miles.
Length of road laid	2.50 "
Length of double track, including sidings	100 feet.
Weight of rail, per yard	42 to 48 lbs.
Number of passenger cars	4
Number of horses and mules.....	10
Length of main line of road from Exchange street to Seward avenue,	2.50 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	89,505
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	4 and 5 cents.
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The average time consumed by passenger cars in passing over the road.....	20 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$52 67
Taxes on real estate	Not assessed.

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$600 00
Officers, clerks, agents, and office expenses	101 00
Conductors, drivers, and engineers on dummy cars.....	1,594 05
Repairs of cars and sleighs.....	230 11
Repairs of harness, including material and labor	34 17
Horseshoeing, including material and labor.....	142 00
Stable expenses	20 64
Feed, grain, hay, etc., including expense of grinding	1,145 45
Oil and waste	12 50
Water tax	31 00
Lawn expenses	36 22
Insurance.....	149 50
Advertising and printing.....	12 33
Contingencies	207 37
Total expense of operating road, and repairs	\$4,416 34

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$4,202 46
Sale of horse	40 00
Total receipts	<u>\$4,242 46</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$4,469 01
For interest	1,173 83
Total payments during the year	<u>\$5,642 84</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

M. T. TREAT	Auburn.
ELMORE P. ROSS	Auburn.
CHARLES N. ROSS	Auburn.
ED. C. MARVINE	Auburn.
GEO. N. LOUNSBURY	Auburn.
C. C. PETTY	Auburn.
E. W. JOHNSON.....	Auburn.

GEO. N. LOUNSBURY President.

E. W. JOHNSON Treasurer and Secretary.

M. T. TREAT..... Superintendent.

Communications intended for this company should be addressed, E. W. JOHNSON, Auburn, Cayuga county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) E. W. JOHNSON, *Treasurer.*
M. T. TREAT, *Superintendent.*

(No. 28.)

EIGHTH AVENUE.

STATE OF NEW YORK, }
New York City and County, } ss.:

JAMES AFFLECK, Treasurer, and H. B. WILSON, acting Superintendent of operations of the Eighth Avenue Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES AFFLECK,
H. B. WILSON.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

EDWIN CLARK,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$1,000,000 00
Amount of stock subscribed	1,000,000 00
Amount paid in, as by last report	1,000,000 00
Total amount now paid in of capital stock	1,000,000 00
Funded debt, as by last report	203,000 00
Total amount now of funded debt	203,000 00
Floating debt, as by last report	95,250 00
The amount now of floating debt	75,250 00
Total amount now of funded and floating debt	278,250 00
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$880,459 43	\$880,459 43
For land, buildings and fixtures, including land		
damages	775,339 37	775,339 37
For horses and harness	102,390 00	102,390 00
For cars and sleighs	137,513 62	137,513 62
Total cost of road and equipment	\$1,895,702 42	\$1,859,702 42

CHARACTERISTICS OF ROAD.

Length of road	10 miles.
Length of road laid	10 "
Weight of rail, per yard	60 to 65 lbs.
Number of passenger cars	113
Number of horses	1,146

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	14,289,998
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For passengers below Fifty-first street	5 cents.
For passengers above Fifty-first street	5 "

The average time consumed by passenger cars in passing over the road	1 hour, 40 min.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$38,701 72
Taxes on real estate	21,793 77
Total cost of maintaining road and real estate	\$60,495 49

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$5,000 00
Officers, clerks, agents, and office expenses	21,604 45
Conductors, drivers, and engineers on dummy cars	157,882 59

Watchmen, starters, switchmen, roadmen, etc	\$15,319 01
Repairs of cars and sleighs.	35,444 08
Repairs of harness, including material and labor.	4,447 84
Horseshoeing, including material and labor	18,419 83
Horses	40,457 00
Stable expenses	49,132 34
Feed, grain, hay, etc., including expense of grinding	132,432 25
Fuel, gas, and lights.	7,044 63
Oil and waste	732 25
Water tax.	1,616 12
Damages to persons and property, including medical attendance	1,742 40
Law expenses	6,606 86
Rents, including use of other roads, ferries, etc.	10,930 00
Insurance.	2,572 50
Advertising and printing.	507 97
Contingencies	5,552 96
Total expense of operating road, and repairs	\$517,444 57

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$714,499 89
Horses	\$11,597 00
Iron and brass	1,820 38
Manure	2,988 50
Sundries	14,210 11
	<u>30,610 99</u>
Total receipts	\$745,110 88

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$577,940 06
For interest.	15,220 00
For dividends on stock—amount and rate per cent	120,000 00
Account of floating debt.	20,000 00
Total payments during the year	\$733,160 06

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1877.

December 3. Richard O'Keefe was knocked down by a car, at the corner of Hudson and Spring streets, and slightly injured.

1878.

March 9. F. S. Westervelt, while under the influence of liquor, fell from a car, near Forty-seventh street, on Eighth avenue, and received injuries to one of his legs, which had to be amputated.

May 8. William C. Lee, while intoxicated, fell from a car on Eighth avenue, near Thirtieth street ; was run over, receiving injuries from which he died.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE LAW.....	New York City.
GEORGE LAW, Jr.....	New York City.
WILLIAM H. HAYS.....	New York City.
JACOB HAYS.....	New York City.
JOSEPH H. GOODWIN.....	New York City.
JESSE A. MARSHALL.....	New York City.
FREDK. E. MATHER.....	New York City.
FRANCISCO BIANCHI.....	New York City.
G. GRANVILLE WRIGHT.....	New York City.
TIMOTHY TOWNSEND.....	Newburgh, N. Y.
STEPHEN H. HERRIMAN.....	Brooklyn, N. Y.
JAMES AFFLECK.....	Yonkers, N. Y.
One vacancy.	

GEORGE LAW.....	President.
JAMES AFFLECK.....	Treasurer and Secretary.
H. B. WILSON.....	Superintendent.

Communications intended for this company should be addressed, Corner of Eighth avenue and Fiftieth street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JAMES AFFLECK, *Treasurer and Secretary.*
H. B. WILSON, *Superintendent.*

(No. 29.)

ELMIRA AND HORSEHEADS.

STATE OF NEW YORK, }
Chemung County, } ss.:

GEORGE M. DIVEN, Secretary, Treasurer, and General Manager of the Elmira and Horseheads Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) G. M. DIVEN.

Subscribed and sworn to before me, }
this 11th day of October, 1878. }

W. S. KERSHNER,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$50,000 00
Amount of stock subscribed.....	44,000 00
Amount paid in, as by last report.....	44,000 00
Total amount now paid in of capital stock.....	44,000 00

Funded debt, as by last report.....	\$18,000 00
Total amount now of funded debt.....	18,000 00
Floating debt, as by last report.....	4,621 33
The amount now of floating debt.....	7,386 48
Total amount now of funded and floating debt.....	25,386 48
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$66,580 79	\$67,998 93
For land, buildings and fixtures, including land damages.....		2,254 46
For dummy cars, horses, mules, and harness ...	2,650 82	3,802 63
For cars and sleighs	6,873 24	8,220 61
Total cost of road and equipment.....	\$76,104 85	\$82,276 63

CHARACTERISTICS OF ROAD.

Length of road....	9.55 miles.
Length of road laid.....	9.55 "
Length of double track, including sidings.....	.39 "
Weight of rail, per yard	25 and 30 lbs.
Number of passenger cars.....	15
Number of horses and mules.....	28
Length of main line of road from Erie Railway depot in city of Elmira, to Horseheads.....	6.66 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	284,609
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers.....	5 "
The average time consumed by passenger cars in passing over the road.....	1 hour, 20 min.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$1,921 50
Taxes on real estate.....	666 61
Total cost of maintaining road and real estate.....	\$2,588 11

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$600 08
Officers, clerks, agents, and office expenses.....	5,303 09
Conductors, drivers, and engineers on dummy cars.....	2,579 42
Watchmen, starters, switchmen, roadmen, etc.....	416 00
Repairs of cars and sleighs.....	2,052 19

RAILROAD REPORT.

717

Repairs of harness, including material and labor	\$152 58
Horseshoeing, including material and labor	574 65
Stable expenses	1,215 27
Feed, grain, hay, etc., including expense of grinding.....	1,932 21
Fuel, gas, and lights.....	151 39
Oil and waste.....	42 75
Water tax.....	75 60
Damages to persons and property, including medical attendance....	82 29
Insurance	194 50
Advertising and printing.....	623 34
Contingencies.....	628 82
Total expense of operating road, and repairs.....	<u>\$16,824 18</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$15,620 39
Manure	\$72 50
Blacksmith shop.....	20 39
	<u>92 89</u>
Total receipts	<u>\$15,713 28</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$19,212 29
For interest	1,230 43
Total payments during the year	<u>\$20,442 72</u>

ACCIDENTS.

	Injured.
September 7, 1878	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

September 7. Draw-pin pulled out; horses got loose, running over child; injuries slight; name of child, Frankenstein.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ALEXANDER S. DIVEN.....	Elmira, N. Y.
CHARLES HULETT.....	Horseheads, N. Y.
JOHN ARNOTT.....	Elmira, N. Y.
SCHUYLER C. REYNOLDS.....	Elmira, N. Y.
SAMUEL HALL.....	Elmira, N. Y.
STEPHEN McDONALD.....	Elmira, N. Y.
ROBERT T. TURNER.....	Elmira, N. Y.
GEORGE W. HOFFMAN.....	Elmira, N. Y.
EDGENE DIVEN	Elmira, N. Y.
STEPHEN T. ARNOT.....	Elmira, N. Y.
WILLIAM R. JUDSON.....	Elmira, N. Y.
GEORGE M. DIVEN	Elmira, N. Y.
FRANK H. ATKINSON	Elmira, N. Y.

ALEXANDER S. DIVEN..... President.

CHARLES HULETT

GEORGE M. DIVEN	} Treasurer, Secretary and General Manager.

Vice-President.

Communications intended for this company should be addressed, GEORGE M. DIVEN, No. 212 E. Water street, Elmira, Chemung county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) G. M. DIVEN,
Treasurer, Secretary, and Gen'l Manager.

(No. 30.)

FIFTH WARD.

STATE OF NEW YORK, } ss.:
Onondaga County, }

P. B. BRAYTON, President, and D. A. FIELD, acting Superintendent of operations of the Fifth Ward Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) P. B. BRAYTON,
D. A. FIELD.

Subscribed and sworn to before me, }
this 24th day of October, 1878. }

J. N. CHARLOCK,
Notary Public, Onondaga County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$50,000 00
Amount of stock subscribed.....	49,460 00
Amount paid in, as by last report.....	29,335 00
Total amount now paid in of capital stock.....	29,335 00
Funded debt, as by last report.....	22,510 00
Total amount now of funded debt.....	22,510 00
Total amount now of funded and floating debt.....	22,510 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$35,027 81	\$35,027 81
For land, buildings and fixtures, including land		
damages.....	4,684 12	4,684 12
For dummy cars, horses, mules, and harness....	3,004 38	3,004 38
For cars and sleighs.....	5,017 38	5,017 38
Total cost of road and equipment.....	\$47,733 69	\$47,733 69

RAILROAD REPORT.

719

CHARACTERISTICS OF ROAD.

Length of road.....	2.66 miles.
Length of road laid.....	2.66 "
Length of double track, including sidings.....	1,500 feet.
Weight of rail, per yard.....	25 and 30 lbs.
Number of passenger cars.....	7
Number of horses and mules.....	18
Length of main line of road from Washington street to corner of Gifford and Niagara streets.....	2.66 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	260,317
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	4 and 5 cents.
For way passengers.....	3 and 5 "

The average time consumed by passenger cars in passing over the road.....	44 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$846 42
Taxes on real estate.....	154 76
Total cost of maintaining road and real estate.....	\$1,001 18

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$840 00
Officers, clerks, agents, and office expenses.....	240 00
Conductors, drivers, and engineers on dummy cars.....	1,920 00
Watchmen, starters, switchmen, roadmen, etc.....	1,260 00
Repairs of cars and sleighs.....	1,289 90
Repairs of harness, including material and labor.....	61 48
Horseshoeing, including material and labor.....	399 37
Horses and mules.....	327 64
Stable expenses.....	166 75
Feed, grain, hay, etc., including expense of grinding.....	1,907 90
Fuel, gas, and lights.....	37 45
Oil and waste.....	23 70
Law expenses.....	126 92
Insurance.....	142 87
Advertising and printing.....	79 93
Contingencies.....	626 07
Total expense of operating road, and repairs.....	\$9,442 96

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.		
From passengers.....		\$12,357 18
Manure.....	\$65 00	
Office rent.....	50 00	
Advertising.....	7 50	
		122 50
Total receipts.....		\$12,479 68

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$10,444 ¹⁴ / ₁₀₀
For interest	1,600 90
Total payments during the year	<u>\$12,045 04</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

P. B. BRAYTON	Syracuse, N. Y.
JOHN D. GRAY	Syracuse, N. Y.
O. C. POTTER.....	Syracuse, N. Y.
T. B. FITCH.....	Syracuse, N. Y.
LE ROY MORGAN.....	Syracuse, N. Y.
D. P. PHELPS.....	Syracuse, N. Y.
JACOB PINKERTON.....	Syracuse, N. Y.
JOHN STOLF.....	Syracuse, N. Y.
M. C. MERRIMAN.....	Syracuse, N. Y.

P. B. BRAYTON.....	President.
JOHN D. GRAY	Treasurer and Sec'y.
D. A. FIELD.....	Superintendent.

Communications intended for this company should be addressed, P. B. BRAYTON, Congress Hall Block, Syracuse, Onondaga county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) P. B. BRAYTON, *President.*
D. A. FIELD, *Superintendent.*

(No. 31.)

FONDA AND FULTONVILLE.

STATE OF NEW YORK, }
Montgomery County, } ss.:

ISAAC M. DAVIS, Treasurer and acting Superintendent of operations of the Fonda and Fultonville Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ISAAC M. DAVIS.

Subscribed and sworn to before me, }
this 13th day of November, 1878. }

P. A. GRAFF,

Justice of the Peace in and for Montgomery County.

STOCK AND DEBTS.

Capital stock, as by charter	\$12,000 00
Amount of stock subscribed.....	10,550 00
Amount paid in, as by last report.....	10,550 00
Total amount now paid in of capital stock	<u>10,550 00</u>

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$9,537 00	\$9,537 00
For cars and sleighs.....	1,240 00	1,240 00
Total cost of road and equipment	\$10,777 00	\$10,777 00

CHARACTERISTICS OF ROAD.

Length of road.....	5.195 miles.
Length of road laid	5.195 "
Weight of rail, per yard	43 pounds.
Number of passenger cars	1
Length of main line of road from Fonda to Fultonville	5.195 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	18,550
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
For way passengers	5 "
The average time consumed by passenger cars in passing over the road.....	15 minutes.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$180 00
Taxes on real estate	20 00
Total cost of maintaining road and real estate	\$200 00

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$60 00
Repairs of cars and sleighs	20 00
Horses and mules	624 00
Oil and waste	30 00
Total expense of operating road, and repairs	\$734 00

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$927 50
From freight, including carrying United States mail	350 00
Total receipts	\$1,277 50

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs, in aggregate	\$934 00
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

NICHOLAS H. DECKER.....	New York City.
HENRY B. HANSON	Saratoga Springs.
ISAAC M. DAVIS	Fonda, N. Y.
EARL S. GILLETT.....	Fonda, N. Y.
DARIUS V. BERN	Fonda, N. Y.
JOHN E. ASHE.....	Fonda, N. Y.
JOHN W. WILLSON	Fultonville, N. Y.
JOHN ECKLAND	Fultonville, N. Y.
WILLIAM H. WEMPLE	Fultonville, N. Y.
EDWARD WEMPLE	Fultonville, N. Y.
PETER VANANTHAP	Fultonville, N. Y.
JOHN H. MORRISON	Fultonville, N. Y.
HORACE VAN EYEN	Fultonville, N. Y.

NICHOLAS H. DECKER	President, New York City.
ISAAC M. DAVIS	Treasurer and Supt., Fonda, N. Y.
WILLIAM H. WEMPLE	Secretary, Fultonville, N. Y.

Communications intended for this company should be addressed, ISAAC M. DAVIS, Fonda, Montgomery county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) ISAAC M. DAVIS, *Treasurer and Supt.*

(No. 32.)

FORTY-SECOND STREET CROSSTOWN.

STATE OF NEW YORK, }
New York County, } *ss.:*

FRANKLIN H. KALBFLEISCH, President, and FREDERICK A. BARTLETT, Secretary of the Forty-second Street Crosstown Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) FRANKLIN H. KALBFLEISCH,
 FRED. A. BARTLETT.

Subscribed and sworn to before me, }
 this 6th day of November, 1878. }

LEANDER T. SAVAGE,
Notary Public, Kings County,
(Certificate filed in New York county.)

STOCK AND DEBTS.

Capital stock, as by charter.....	\$300,000 00
Amount of stock subscribed.....	2,500 00
Amount paid in, as by last report.....	270 00
Total amount now paid in of capital stock.....	1,435 00
Floating debt, as by last report.....	209 44
The amount now of floating debt.....	94 44
Total amount now of funded and floating debt.....	94 44

This company has not yet commenced the construction of its road and buildings, or equipments.

CHARACTERISTICS OF ROAD.

Length of road.....	2½ miles.
Length of main line of road from Forty-second street, North river, to Thirty-fourth street, East river.....	2½ "

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses.....	\$950 00
Law expenses.....	100 00
Total expense of operating road, and repairs.....	\$1,050 00

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From subscription to capital stock.....	\$1,165 00
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PAYMENTS OTHER THAN FOR CONSTRUCTION.

Officers and office expenses.....	\$1,115 00
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

S. H. HURD.....	New York City.
EFFIN H. NICHOLS.....	New York City.
WILLIAM MORRISON.....	New York City.
GEORGE H. SEELEY.....	New York City.
NATHAN SEELEY.....	New York City.
FRANKLIN H. KALBFLEISCH.....	New York City.
W. H. RITTER.....	New York City.
A. H. WRIGHT.....	New York City.
FRED G. GEDNEY.....	New York City.
A. SELLERS.....	New York City.
HENRY J. CULLEN, Jr.....	Brooklyn.
J. F. HARRISON.....	New Rochelle.

FRANKLIN H. KALBFLEISCH..... President, New York City.

S. H. HURD..... Treasurer, New York City.

FRED'K A. BARTLETT..... Secretary, New York City.

Communications intended for this company should be addressed, FRANKLIN H. KALBFLEISCH, No. 55 Fulton street, New York city.

724 FORTY-SECOND STREET AND GRAND STREET FERRY

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) FRANKLIN H. KALBFLEISCH, *President*.
FRED. A. BARTLETT, *Secretary*.

(No. 33.)

FORTY-SECOND STREET AND GRAND STREET FERRY.

STATE OF NEW YORK, }
New York County, } ss.:

JOHN GREEN, President of the Forty-second Street and Grand Street Ferry Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

Subscribed and sworn to before me, }
this 5th day of December, 1878. }

(Signed)

JOHN GREEN.

CHARLES E. HYATT,
Notary Public, No. 66, New York County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$750,000 00
Amount of stock subscribed.....	750,000 00
Amount paid in, as by last report.....	748,000 00
Total amount now paid in of capital stock.....	748,000 00
Funded debt, as by last report.....	236,000 00
Total amount now of funded debt.....	236,000 00
Floating debt, as by last report.....	61,439 22
The amount now of floating debt.....	50,547 18
Total amount now of funded and floating debt.....	286,547 18
Average rate per annum of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$729,754 51	\$729,754 51
For land, buildings and fixtures, including land		
damages.....	171,510 00	171,510 00
For horses and harness.....	93,959 82	93,959 82
For cars.....	59,970 06	59,970 06
Total cost of road and equipment.....	\$1,055,194 39	\$1,055,194 39

CHARACTERISTICS OF ROAD.

Length of road.....	5.13 miles.
Length of road laid.....	5.13 "
Length of double track, including sidings.....	5.13 "

Weight of rail, per yard	60 and 64 lbs.
Number of passenger cars	46
Number of horses	440
Length of main line of road from Forty-second street, North river, to Grand street, East river	5.13 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	6,704,154
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	5 cents.
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The average time consumed by passenger cars in passing over the road	55 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures	\$9,533 40
Taxes on real estate	17,635 48
Total cost of maintaining road and real estate	\$27,168 88

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses	\$14,676 27
Conductors, drivers, watchmen, starters, and switchmen	63,642 71
Repairs of cars	8,208 78
Repairs of harness, including material and labor	1,052 07
Horseshoeing, including material and labor	7,831 09
Horses	19,425 00
Stable expenses	24,793 04
Feed, grain, hay, etc., including expense of grinding	31,851 61
Gas and lights	934 89
Water tax	721 73
Damages to persons and property, including medical attendance	1,509 50
Law expenses	2,583 88
Rents, including use of other roads, ferries, etc	1,500 00
Insurance	1,584 82
Contingencies	10,128 19
Total expense of operating road, and repairs	\$190,443 58

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
From passengers	\$335,207 73
Horses	1,296 10
Total receipts	\$336,503 83

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$217,612 46
For interest	16,520 00
For dividends on stock—amount and rate per cent	82,280 00
Total payments during the year	\$316,412 46

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
October 14 1877.	1	....	....	....	....	....	1
July 22 1878.	1	....	....	....	....	....	1
Totals	2	....	....	....	....	....	2

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

October 14. An intoxicated man fell off the rear platform of car No. 21, at corner Ninth avenue and Thirty-fourth street, apparently uninjured, save receiving a slight bruise.

1878.

July 22. A passenger, in leaving car No. 26, at Avenue A, near Seventh street, while the car was in motion, slipped off the step of the rear platform, getting slightly scratched.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN GREEN.....	315 West Forty-eighth street.
CHAS. CURTISS.....	342 East Fiftieth street.
MOSES ELY.....	Office 191 Broadway.
GEO. G. MITCHELL.....	Office 40 South street.
CHAS. B. HOGG.....	Office 124 Maiden lane.
M. FRUCHTWANGER.....	121 East Thirty-ninth street.
JOS. ROSENTHAL.....	11 East Sixty-first street.
JAMES W. HUSTED.....	Peekskill, N. Y.
LEWIS MAY.....	Barmore House.
GEORGE GREEN.....	315 West Forty-eighth street.
GEO. A. HEINRICH.....	155 East Third street.
EBEN S. ALLEN.....	Office 653 West Forty-second st.
LEANDER SEARLES.....	212 East Thirteenth street.

JOHN GREEN..... President.

CHAS. CURTISS..... Treasurer.

EBEN S. ALLEN..... Secretary.

Communications intended for this company should be addressed, No. 653 West Forty-second street, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN GREEN, *President.*

(No. 34.)

FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE.

STATE OF NEW YORK, }
New York City and County, } ss.:

GEORGE M. VAN NORT, President, and DANIEL D. CONOVER, Vice-President of the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE M. VAN NORT,
 DANIEL D. CONOVER.

Subscribed and sworn to before me, }
 this 19th day of December, 1878. }

JOHN E. PHELPS,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$900,000 00
Amount of stock subscribed.....	15,000 00
Total amount now paid in of capital stock	<u>2,650 00</u>

CHARACTERISTICS OF ROAD.

Length of road	<u>8 miles.</u>
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.*Directors.*

GEORGE M. VAN NORT.....	New York City.
DANIEL D. CONOVER.....	New York City.
RICHARD KELLY.....	New York City.
FRED. S. GIBBS.....	New York City.
JOSEPH H. GODWIN.....	New York City.
WILLIAM HOLBY HUDSON.....	New York City.
JAMES MATTHEWS.....	New York City.
WILLIAM I. NICHOLS.....	New York City.
ABRAM I. DITTENHOEFER.....	New York City.
ALFRED WAGSTAFF.....	New York City.
DANIEL D. WYLIE.....	New York City.
JAMES W. HUSTED.....	Peekskill, N. Y.
DORLIN F. CLAPP.....	Peekskill, N. Y.

GEORGE M. VAN NORT.....	President.
DANIEL D. CONOVER.....	Vice-President.
RICHARD KELLY.....	Treasurer and Secretary.

Communications intended for this company should be addressed to the undersigned, room G, Evening Post building, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

GEORGE M. VAN NORT, *President.*

DANIEL D. CONOVER, *Vice-President.*

(No. 35.)

FRANKFORT AND ILION.

STATE OF NEW YORK, }
Herkimer County, } ss.:

P. REMINGTON, Treasurer of the Frankfort and Ilion Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) P. REMINGTON.

Subscribed and sworn to before me, }
 this 30th day of November, 1878. }

D. LEWIS, *Notary Public.*

STOCK AND DEBTS.

Capital stock	\$20,000 00
Amount of stock subscribed	14,275 00
Amount paid in, as by last report	14,275 00
Total amount now paid in of capital stock	14,275 00
Floating debt, as by last report	591 81
The amount now of floating debt	622 40
Total amount now of funded and floating debt	622 40

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$16,743 60	\$16,743 60
For land, buildings and fixtures, including land		
damages	1,613 44	1,613 44
For cars and sleighs	2,275 00	2,275 00
Total cost of road and equipment.....	\$20,632 04	\$20,632 04

CHARACTERISTICS OF ROAD.

Length of road	24 miles.
Length of road laid	24 "
Weight of rail, per yard	25 pounds.
Number of passenger cars	3
Number of horses and mules	4
Length of main line of road from Ilion to Frankfort	24 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	31,829
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	10 cents.
For way passengers.....	5 "

The average time consumed by passenger cars in passing over the road, estimated at.....	25 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$378 07
Taxes on real estate.....	105 98
Total cost of maintaining road and real estate.....	\$484 05

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses.....	\$1,292 00
Feed, grain, hay, etc., including expense of grinding.....	25 00
Advertising and printing.....	35 85
Total expense of operating road, and repairs.....	\$1,352 85

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$1,758 96
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PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$1,836 90
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

A. C. MCGOWAN.....	Frankfort, N. Y.
P. REMINGTON.....	Ilion, N. Y.
C. B. CROSBY.....	Frankfort, N. Y.
A. BRILL.....	Ilion, N. Y.
WM. B. GATES.....	Frankfort, N. Y.
WM. STEEL.....	Frankfort, N. Y.
W. W. CROSBY.....	Frankfort, N. Y.
JOS. J. DUDLESTON, Jr.....	Frankfort, N. Y.
J. W. DAVISON.....	Frankfort, N. Y.
D. LEWIS.....	Frankfort, N. Y.
P. A. SKIFF.....	Frankfort, N. Y.
J. L. HOARD.....	Frankfort, N. Y.
E. REMINGTON.....	Ilion, N. Y.

A. C. MCGOWAN.....	President.
P. REMINGTON.....	Treasurer.
D. LEWIS.....	Secretary.

Communications intended for this company should be addressed, D. LEWIS, Secretary, Frankfort, Herkimer county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) P. REMINGTON, *Treasurer.*

(No. 36.)

GENESEE AND WATER STREET.

STATE OF NEW YORK, }
Onondaga County, } ss.:

GEORGE J. GARDNER, Treasurer, and WILLIAM J. HART, acting Superintendent of operations of the Genesee and Water Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE J. GARDNER,
W. J. HART.

Subscribed and sworn to before me, }
this day of November, 1878. }

FRANK WOOD,
Notary Public, Onondaga Co., N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$60,000 00
Amount of stock subscribed	42,500 00
Amount paid in, as by last report.	42,500 00
Total amount now paid in of capital stock	42,500 00
Funded debt, as by last report	20,000 00
Total amount now of funded debt	20,000 00
The amount now of floating debt	2,000 00
Total amount now of funded and floating debt	22,000 00
Average rate, per annum, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$50,020 68	\$50,020 68
For land, buildings and fixtures, including land		
damages	7,609 59	7,609 59
For dummy cars, horses, mules, and harness ...	8,668 67	9,417 08
For cars and sleighs	6,581 96	6,581 96
Total cost of road and equipment	\$72,880 90	\$73,629 31

RAILROAD REPORT.

731

CHARACTERISTICS OF ROAD.

Length of road.....	4	miles.
Length of road laid.....	4	"
Length of double track, including sidings.....	75.100	"
Weight of rail, per yard.....	18 to 30	lbs.
Number of passenger cars.....	6	
Number of freight cars.....	3	
Number of horses and mules.....	30	
Length of main line of road from Salina street to Wescott street, and to University avenue and Hickory street.....	4	miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	298,978
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	4, 4½, and 5 c.
For way passengers.....	4, 4½, and 5 c.

The average time consumed by passenger cars in passing over the road.....	40 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$1,565 92
Taxes on real estate.....	164 14
Total cost of maintaining road and real estate.....	\$1,730 06

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$700 00
Officers, clerks, agents, and office expenses.....	131 56
Conductors, drivers, and engineers on dummy cars.....	4,967 27
Repairs of cars and sleighs.....	620 17
Repairs of harness, including material and labor.....	208 63
Horseshoeing, including material and labor.....	644 96
Horses and mules.....	648 41
Stable expenses.....	216 83
Feed, grain, hay, etc., including expense of grinding.....	2,609 86
Fuel, gas, and lights.....	230 77
Damages to persons and property, including medical attendance....	10 97
Law expenses.....	78 00
Insurance.....	151 27
Advertising and printing.....	106 94
Contingencies.....	212 96
Total expense of operating road, and repairs.....	\$11,538 60

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$14,167 71
Temporary loans.....	\$2,985 00
Rent of barn.....	49 75
Sale of manure.....	65 00
Old brass and iron sold.....	46 18
Interest.....	4 51
Gravel.....	40 00
Former treasurer.....	30 26
	3,220 70
Total receipts.....	\$17,388 41

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$13,268 66
For interest on bonds	1,396 50
Loans and interest repaid	2,563 91
Total payments during the year	<u>\$17,229 07</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE F. COMSTOCK	Syracuse, N. Y.
WILLIAM H. H. SMITH	Syracuse, N. Y.
WILLIAM T. HAMILTON	Syracuse, N. Y.
WILLIAM E. ROSE	Syracuse, N. Y.
DANIEL P. WOOD	Syracuse, N. Y.
JOHN D. BRIDGES	Syracuse, N. Y.
ELIAS W. LAVENWORTH	Syracuse, N. Y.
NATHAN COBB	Syracuse, N. Y.
ROBERT G. WYNKOOP	Syracuse, N. Y.
CHESTER HAIR	Syracuse, N. Y.
STILES M. RUST	Syracuse, N. Y.
GEORGE J. GARDNER	Syracuse, N. Y.
One vacancy.	

ROBERT G. WYNKOOP President.

GEORGE J. GARDNER Treasurer and Secretary.

WILLIAM J. HART Superintendent.

Communications intended for this company should be addressed, GEORGE J. GARDNER, No. 1 Onondaga County Savings Bank building, Syracuse, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEORGE J. GARDNER, *Treasurer.*
W. J. HART, *Superintendent.*

(No. 37.)

GLOVERSVILLE AND KINGSBORO.

STATE OF NEW YORK, }
Fulton County, } ss.:

CHARLES W. ROSE, Vice-President, and LAWTON CATON, Secretary and Treasurer of the Gloversville and Kingsboro Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) C. W. ROSE,
L. CATON.

Subscribed and sworn to before me, }
this 29th day of November, 1878. }

E. N. SPENCER,
Notary Public, Fulton County, N. Y.

RAILROAD REPORT.

733

STOCK AND DEBTS.

Capital stock, as by charter	\$30,000 00
Amount of stock subscribed	15,300 00
Amount paid in, as by last report.	13,600 00
Total amount now paid in of capital stock.	13,600 00
Floating debt, as by last report.	7,024 43
The amount now of floating debt.	7,116 94
Total amount now of funded and floating debt.	7,116 94

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For dummy cars, horses, mules, and harness.	\$15,411 86	\$15,481 55
For cars and sleighs	804 25	804 25
	2,374 30	2,374 30
Total cost of road and equipment.	\$18,590 41	\$18,660 10

CHARACTERISTICS OF ROAD.

Length of road.	2.75 miles.
Length of road laid.	2.75 "
Weight of rail, per yard	25 pounds.
Number of passenger cars.	8
Length of main line of road from Gloversville to Kingsboro.	2.75 miles.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Taxes on real estate	\$14 55
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EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Law expenses	\$100 00
Contingencies	1 94
Total expense of operating road, and repairs.	\$101 94

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

Lease of a part of the road between Pine and Fulton streets, that is used by the Johnstown, Gloversville and Kingsboro Horse Railroad	\$150 00
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PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$116 49
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This road is not in operation.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLARD J. HENCOCK.....	Gloversville.
HERBERT C. LEAVENWORTH	Gloversville.
CHAS. W. ROSE	Gloversville.
HERVEY KASSON.....	Gloversville.
JOHN McNAB	Gloversville.
ALANSON JUDSON	Gloversville.
WILLIAM H. PLACE	Gloversville.
LAWTON CATON	Gloversville.
ANDREW D. SIMMONS	Gloversville.
WILLIAM H. DEMAREST	Gloversville.
MILLARD F. BUTTON	Gloversville.

CHARLES W. ROSE..... Vice-President.

LAWTON CATON..... Treasurer and Secretary.

Communications intended for this company should be addressed, Gloversville, Fulton county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) CHAS. W. ROSE, *Vice-President.*
LAWTON CATON, *Secretary and Treasurer.*

(No. 38.)

GRAND STREET AND NEWTOWN.

STATE OF NEW YORK, } ss.:
Kings County, }

N. WYCKOFF, President, and R. B. STURGES, acting Superintendent of operations of the Grand Street and Newtown Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) N. WYCKOFF,
R. B. STURGES.

Subscribed and sworn to before me, }
this 12th day of November, 1878. }

WM. E. HORWILL,
Notary Public, Kings County.

STOCK AND DEBTS.

Capital stock, as by charter	\$170,000 00
Amount of stock subscribed.	170,000 00
Amount paid in, as by last report	170,000 00

Total amount now paid in of capital stock.....	\$170,000 00
Funded debt, as by last report.....	150,000 00
Total amount now of funded debt.....	152,500 00
Floating debt, as by last report.....	13,239 92
The amount now of floating debt.....	6,753 00
Total amount now of funded and floating debt.....	159,253 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$229,162 22	\$232,252 75
For land, buildings and fixtures, including land		
damages.....	63,064 85	63,064 85
For horses and harness.....	21,343 74	21,320 00
For cars, wagons, and trucks.....	23,055 00	23,095 00
Total cost of road and equipment.....	\$336,625 81	\$340,332 60

CHARACTERISTICS OF ROAD.

Length of road.....	8 miles.
Length of road laid.....	8 "
Length of double track, including sidings.....	4½ "
Weight of rail, per yard.....	45 and 43 lbs.
Number of snow plows.....	2
Number of sweepers.....	1
Number of passenger cars.....	36
Number of horses and mules.....	175
Length of main line of road from ferry to Calvary Cemetery.....	4 miles.
Length of Newtown extension.....	4 "

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	1,704,700
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	6 and 5 cents.
For way passengers.....	5 and 3 "

THE AVERAGE TIME CONSUMED BY PASSENGER CARS IN PASSING OVER THE ROAD.

To Calvary Cemetery.....	36 minutes.
To Newtown.....	60 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of	
buildings and fixtures.....	\$3,425 43
Taxes on real estate.....	1,482 91
Total cost of maintaining road and real estate.....	\$4,908 34

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,800 00
Officers, clerks, agents, and office expenses.....	1,534 57
Conductors, drivers, and engineers on dummy cars.....	25,617 55
Watchmen, starters, switchmen, roadmen, etc.....	4,466 29
Repairs of cars and sleighs.....	4,045 14
Repairs of harness, including material and labor.....	374 70
Horseshoeing, including material and labor.....	3,118 62
Horses and mules.....	2,817 55
Stable expenses.....	7,521 59
Feed, grain, hay, etc., including expense of grinding.....	16,038 11
Fuel, gas, and lights.....	625 32
Oil and waste.....	
Water tax.....	255 43
Damages to persons and property, including medical attendance....	183 50
Law expenses.....	1,195 74
Rents, including use of other roads, ferries, etc.....	1,150 00
Insurance.....	872 97
Advertising and printing.....	216 95
Contingencies.....	984 83
Total expense of operating road, and repairs.....	<u>\$72,819 16</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....		\$95,356 73
Rent.....	\$183 70	
Manure.....	702 32	
Car damage, etc.....	300 50	
Old iron and wood.....	340 00	
Horses.....	824 95	
Conductors' deposit received.....	1,050 00	
		<u>3,461 47</u>
Total receipts.....		<u>\$98,818 20</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$77,727 50
For interest.....	11,566 81
Conductors' deposit returned.....	1,050 00
Total payments during the year.....	<u>\$90,344 31</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
March 13.....	1	....	....	....	....	....	1
June 27.....	1	....	....	....	....	....	1
Totals.....	2	....	....	....	....	....	2

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1878.

March 13. Henry Krausch, a boy, while playing in Grand street, ran against the rear step of car No. 31, fell, and was slightly injured.

June 27. Fred. Edzards, in getting off car No. 23, while in motion, after having been requested by conductor to wait until car had stopped, stepped off, and slipping, fell ; injuries not serious.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

NICHOLAS WYCKOFF	Brooklyn, L. I.
CHARLES H. FELLOWS	Brooklyn, L. I.
GEORGE MAHON *	Brooklyn, L. I.
SAMUEL M. MEEKER	Brooklyn, L. I.
DANIEL MAJER	Brooklyn, L. I.
GEORGE C. BENNETT	Brooklyn, L. I.
EDMUND DRIGGS	Brooklyn, L. I.
ALBERT M. KALBFLEISCH	Brooklyn, L. I.
JAMES HALL	Brooklyn, L. I.
H. C. RICHARDSON *	Brooklyn, L. I.
MARTIN JOOST	Brooklyn, L. I.
WILLIAM COOPER	Brooklyn, L. I.
WILLIAM E. HORWILL	Brooklyn, L. I.
ECKFORD WEBB	Brooklyn, L. I.

NICHOLAS WYCKOFF	President.
EDMUND DRIGGS	Vice-President.
WILLIAM E. HORWILL	Treasurer.
MARTIN JOOST	Secretary.
RUFUS B. STURGES	Superintendent.

Communications intended for this company should be addressed, Grand Street and Newtown Railroad Company, No. 129 First street, Brooklyn, E. D., Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) N. WYCKOFF, *President.*
R. B. STURGES, *Superintendent.*

* Lately deceased.

(No. 39.)

GRAND STREET, PROSPECT PARK AND FLATBUSH.STATE OF NEW YORK, }
Kings County, } ss.:

LOFTIS WOOD, President, and SAMUEL PARKHILL, Secretary and acting Superintendent of operations of the Grand Street, Prospect Park and Flatbush Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

LOFTIS WOOD.

SAMUEL PARKHILL.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

WALTER G. HOWEY,

*Notary Public, Kings Co.***STOCK AND DEBTS.**

Capital stock, as by charter.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in, as by last report.....	200,000 00
Total amount now paid in of capital stock.....	200,000 00
Funded debt, as by last report.....	200,000 00
Total amount now of funded debt.....	200,000 00
Floating debt, as by last report.....	143,502 68
The amount now of floating debt.....	159,015 90
Total amount now of funded and floating debt.....	359,015 90
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$339,907 00	\$339,907 00
For horses and harness.....	43,695 01	49,840 01
For cars.....	45,209 99	49,591 04
Total cost of road and equipment.....	\$428,812 00	\$439,338 05

CHARACTERISTICS OF ROAD.

Length of road.....	4.25 miles.
Length of road laid.....	4.25 "
Length of double track, including sidings.....	4.25 "
Weight of rail per yard.....	33 pounds.
Number of passenger cars.....	51
Number of horses.....	169
Length of main line of road from Flatbush avenue to Grand Street ferry.....	4.25 miles.

RAILROAD REPORT.

739

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	1,671,045
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	5 cents.
For way passengers	5 "

The average time consumed by passenger cars in passing over the } road	11 minutes per mile.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures	\$2,929 02
Taxes on real estate	396 95
Total cost of maintaining road and real estate	\$3,325 97

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses	\$3,831 14
Conductors, drivers, and engineers on dummy cars	24,227 06
Watchmen, starters, switchmen, roadmen, etc.	1,302 38
Repairs of cars	6,114 27
Repairs of harness, including material and labor	852 03
Horseshoeing, including material and labor	1,999 84
Horses	6,145 00
Stable expenses	6,779 49
Feed, grain, hay, etc., including expense of grinding	15,832 37
Fuel, gas, and lights	33 50
Oil and waste	376 63
Water tax	169 76
Law expenses	883 50
Rents, including use of other roads, ferries, etc	2,531 88
Insurance	886 16
Advertising and printing	203 20
Contingencies	633 21
Total expense of operating the road, and repairs	\$72,301 42

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$83,552 27
Sale of horses, manure, wood, hay, etc.	\$1,106 94
Increase of floating debt	15,119 07
Total receipts	16,226 01
Total receipts	\$99,778 28

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$75,627 39
For interest	23,978 04
Total payments during the year	\$99,600 43

ACCIDENTS.

	Injured.
December 10, 1877	1

740 GREENPOINT, PROSPECT PARK AND GREENWOOD

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

December 10. Car No. 23, driven by Peter Nelson, on Whythe avenue, near Rodney street, ran over a little girl named Minnie Homeyer, and cut off two of her toes. The girl is well now.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

LOFTIS WOOD.....	Brooklyn.
GEORGE C. BENNETT.....	Brooklyn.
J. H. LANE.....	New York City.
W. G. HOWEY.....	Brooklyn.
J. H. SCHULTE.....	Brooklyn.
DANIEL L. NORTHRUP.....	Brooklyn.
WILLIAM G. BISHOP.....	Brooklyn.
THERON R. BUTLER.....	New York City.
JOHN T. RUNCIE.....	Brooklyn.
A. P. WILCOX.....	New York City.
A. W. GREEN.....	New York City.
ALEXANDER FRAZER.....	New York City.
JOHN MCGROARTY.....	Brooklyn.

LOFTIS WOOD..... President and Superintendent, Brooklyn.

LEVIN CRANDALL..... Treasurer, Brooklyn.

SAMUEL PARKHILL..... Secretary, Brooklyn.

Communications intended for this company should be addressed, Grand Street, Prospect Park and Flatbush Railroad Company, Franklin avenue and Warren street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and papers, and have examined them as far as practicable, and believe them to be correct.

(Signed) LOFTIS WOOD, *President.*
SAMUEL PARKHILL, *Secretary.*

(No. 40.)

GREENPOINT, PROSPECT PARK AND GREENWOOD.

STATE OF NEW YORK, }
Kings County, } ss.:

CHARLES C. TALBOT, President of the Greenpoint, Prospect Park and Greenwood Railroad Company, being sworn, deposes and says, that the statements in the

annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) CHARLES C. TALBOT.

Subscribed and sworn to before me, }
this 11th day of October, 1878. }

SAMUEL S. KENNEDY,

Notary Public, Kings County, residing in New York.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$500,000 00
Amount of stock subscribed.....	900 00
Amount paid in, as by last report	900 00
Total amount now paid in of capital stock	900 00

CHARACTERISTICS OF ROAD.

Length of road.....	8 miles.
Length of main line of road from Greenpoint to Greenwood	8 "

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

CHARLES C. TALBOT	Brooklyn.
JOHN MITCHELL	Brooklyn.
ARCH. M. BLISS	Brooklyn.
AND. CUNNINGHAM	Brooklyn.
GEORGE G. HERMAN	Brooklyn.
BENJ. W. WILSON.....	Brooklyn.
JESSE C. SMITH.....	Brooklyn.
EDWARD ANNIN	Brooklyn.
WILLIAM D. VEDER	Brooklyn.
GEORGE B. MAGRATH	Brooklyn.
J. C. UNDERHILL.....	Brooklyn.
FRED. KALBFLEISCH.....	Brooklyn.

CHAS. C. TALBOT President, 199 Rutledge street.

FRED. KALBFLEISCH Treasurer.

GEORGE G. HERMAN Secretary, 141 Park place.

Communications intended for this company should be addressed, CHARLES C. TALBOT, No. 199 Rutledge street, Brooklyn, Kings county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) CHARLES C. TALBOT, *President.*

NOTE.—Section 4, chapter 822, Laws of 1866, gave this company six months to complete their road, after certain streets are graded and paved. The company report the streets not paved, and, therefore, they cannot finish the road. No work has been done upon the road.

State Engineer and Surveyor.

(No. 41.)

HARLEM BRIDGE, MORRISANIA AND FORDHAM.

STATE OF NEW YORK, } ss.:
New York County,

HARFORD B. KIRK, President, and HENRY SPATLEY, acting Superintendent of operations of the Harlem Bridge, Morrisania and Fordham Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) HARFORD B. KIRK,
 HENRY SPATLEY.

Subscribed and sworn to before me, }
 this 25th day of November, 1878. }

ORIENT H. COLLIN,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$300,000 00
Amount of stock subscribed	300,000 00
Amount paid in, as by last report	299,100 00
Total amount now paid in of capital stock	299,100 00
Funded debt, as by last report	146,000 00
Total amount now of funded debt	146,000 00
Total amount now of funded and floating debt	146,000 00
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$206,759 35	\$206,759 35
For land, buildings and fixtures, including land		
damages	57,343 60	57,343 60
For horses and harness	13,300 00	13,600 00
For cars	11,875 00	11,875 00
Total cost of road and equipment	\$289,277 95	\$289,577 95

CHARACTERISTICS OF ROAD.

Length of road	6.75 miles.
Length of road laid	6.75 "
Length of double track, including sidings	5.20 "
Weight of rail, per yard	45 to 48 lbs.
Number of passenger cars	25
Number of horses	136
Length of main line of road from Fordham to Harlem Bridge, about	5 miles.
Length of branch line to West Farms, about	1.75 "

RAILROAD REPORT.

743

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, estimated. 1,083,763

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

Cash fares:

For through passengers..... 10 cents.
For way passengers..... 6 "

Ticket fares, 7 1-9, 6 1-4, and 6 cents.

The average time consumed by passenger cars in passing over the road..... 45 minutes.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures..... \$2,882 39
Taxes on real estate..... 1,365 27

Total cost of maintaining road and real estate \$4,247 66

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses..... \$4,529 24
Conductors, drivers, and engineers on dummy cars..... 18,084 25
Repairs of cars and car wheels 2,364 60
Repairs of harness and wagons, including material and labor. 839 26
Horseshoeing, including material and labor..... 2,335 24
Horses 1,715 00
Stable expenses..... 8,822 93
Feed, grain, hay, etc., including expense of grinding..... 11,816 58
Fuel, gas, and lights..... 403 74
Oil and waste 32 05
Water tax and sprinkling street..... 395 78
Damages to persons and property, including medical attendance.... 254 00
Law expenses 187 11
Rents, including use of other roads, ferries, etc..... 407 50
Detective service 624 82
Insurance..... 1,101 91
Advertising, stationery, and printing 356 56
Contingencies 893 81

Total expense of operating road, and repairs \$53,664 38

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers..... \$75,863 41
Horses..... \$227 50
Insurance rebate 200 70
Rents..... 498 00
Manure 143 00
Advertising 474 12
Mail service..... 23 11
Damage to cars and harness..... 99 55
Old materials 91 17
Hay 62 31
Sundries 71 18

1,889 64

Total receipts \$77,753 05

744 HARLEM BRIDGE, MORRISANIA AND FORDHAM

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$57,912 04
For interest.	10,220 00
Total payments during the year	<u>\$68,132 04</u>

ACCIDENTS.

	Injured.
August 12, 1878.....	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

August 12. Thomas Gibney, passenger, jumped from front platform while the car was in motion, and the hind wheel passed over his leg; understand that the limb was afterwards amputated.

There were several cases of passengers falling from the cars and sustaining slight injuries.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

HARFORD B. KIRK.....	Morrisania, N. Y. City.
WILLIAM REMSEN.....	New York City.
WILLIAM CAULDWELL.....	Morrisania, N. Y. City.
HORACE P. WHITNEY.....	New York City.
JOHN J. HALLENBECK.....	Mentclair, N. J.
MATTHEW B. WYNKOOP.....	New York City.
JOHN B. HASKIN.....	Fordham, N. Y. City.
WILLIAM SIMPSON.....	West Farms, N. Y.
RICHARD M. HOE.....	West Farms, N. Y.
PHINEAS T. BARNUM.....	Bridgeport, Conn.
ALBERT B. WHITNEY.....	New York City.
HENRY HART.....	New York City.
HENRY SPRATLEY.....	Morrisania, N. Y. City.

HARFORD B. KIRK..... President.

WILLIAM CAULDWELL..... Treasurer.

HENRY SPRATLEY..... Secretary and Superintendent.

Communications intended for this company should be addressed, HENRY SPRATLEY, Superintendent, Morrisania Station, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) HARFORD B. KIRK, *President.*
HENRY SPRATLEY, *Secretary.*

(No. 42.)

HERKIMER AND MOHAWK STREET.

STATE OF NEW YORK, }
Herkimer County, } ss.:

MARCUS W. RASBACH, Treasurer, and VALENTINE DAGER, acting Superintendent of operations of the Herkimer and Mohawk Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) MARCUS W. RASBACH,
 VALENTINE DAGER.

Subscribed and sworn to before me, }
 this 15th day of November, 1878. }

JOHN W. VROMAN,
Notary Public, in and for Herkimer County.

STOCK AND DEBTS.

Capital stock	\$20,000 00
Amount of stock subscribed	17,000 00
Amount paid in, as by last report	17,000 00
Total amount now paid in of capital stock	17,000 00
Funded debt, as by last report	1,861 87
The amount now of funded debt*	1,861 87
Total amount now of funded and floating debt	1,861 87

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$15,259 31	\$15,259 31
For land, buildings and fixtures, including land		
damages	900 00	900 00
For cars and sleighs	2,702 56	2,702 56
Total cost of road and equipment	\$18,861 87	\$18,861 87

CHARACTERISTICS OF ROAD.

Length of road	1.55 miles.
Length of road laid	1.30 "
Weight of rail, per yard	25 pounds.
Number of passenger cars	3
Number of freight cars	1
Length of main line of road from Herkimer to Mohawk	1.55 miles.

* This amount has been loaned or advanced to the construction account from the earnings of the road.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars 55,864

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers..... 10 cents.
For way passengers..... 5 c. by tickets.

The average time consumed by passenger cars in passing over the road..... 12 minutes.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build-ings and fixtures \$66 55
Taxes on real estate 333 65
Total cost of maintaining road and real estate \$400 20

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses \$9 46
Conductors..... 623 50
Repairs of cars and sleighs..... 55 57
Fuel, gas, and lights. 25 10
Oil and waste 2 50
Rents, including use of other roads, ferries, etc..... 25 00
Advertising and printing..... 26 49
Contingencies: hauling cars * 1,470 00
Total expense of operating road, and repairs..... \$2,237 62

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers..... \$3,546 00
Express \$257 75
United States mail 150 00
Total receipts \$3,953 75

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs \$2,637 82
For dividends on stock—amount and rate per cent, 5 per cent... 850 00
Total payments during the year \$3,487 82

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM SMITH Herkimer, N. Y.
M. W. RASBACH Herkimer, N. Y.
S. W. LINTS. Herkimer, N. Y.
VALENTINE DAGER Herkimer, N. Y.
SAMUEL EARL..... Herkimer, N. Y.
C. W. PALMER Herkimer, N. Y.
O. W. BRONSON Mohawk, N. Y.

WILLIAM SMITH President.
M. W. RASBACH..... Treasurer.
S. W. LINTS Secretary.
VALENTINE DAGER..... Superintendent.

Communications intended for this company should be addressed, M. W. RASBACH, No. 32 Prospect street, Herkimer, Herkimer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) **MARCUS W. RASBACH, Treasurer.**
VALENTINE DAGER, Supt.

(No. 43.)

HOUSTON, WEST STREET AND PAVONIA FERRY.

STATE OF NEW YORK, }
New York City and County, } ss.:

JOHN D. OXNER, Vice-President and acting Superintendent of operations of the Houston, West Street and Pavonia Ferry Railroad Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) **J. D. OXNER.**

Subscribed and sworn to before me, }
 this 25th day of November, 1878. }

HIRAM W. ECLES,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock.....	\$250,000 00
Amount of stock subscribed.....	250,000 00
Amount paid in, as by last report.....	238,750 00
Total amount now paid in of capital stock.....	250,000 00
Funded debt, as by last report.....	478,500 00
Total amount now of funded debt.....	478,500 00
Floating debt, as by last report.....	25,000 00
The amount now of floating debt.....	24,000 00
Total amount now of funded and floating debt.....	502,500 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$117,598 00	\$117,598 00
For land, buildings and fixtures, including land		
damages.....	82,402 00	82,402 00
For horses and harness.....	50,000 00	50,000 00
For cars, trucks, carts, snow sweeper, and plows,	50,000 00	50,000 00
Total cost of road and equipment.....	\$300,000 00	\$300,000 00

On the 25th day of May, 1874, the real estate, tracks, franchises, etc., of the Avenue C Railroad Company were sold by Shepard Knapp, Trustee named in mortgages, at public auction, to John Lowery, E. Beadleston, and S. F. Knapp, Trustees, for \$300,000, who, with others associated, formed and organized under the name and title of the Houston, West Street and Pavonia Ferry Railroad Company, filing articles of association June 3, 1874.

CHARACTERISTICS OF ROAD.

Length of road	6.700 miles.
Length of road laid	7.644 "
Length of double track, including sidings	4.210 "
Weight of rail, per yard	43 and 60 lbs.
Number of passenger cars	47
Number of horses	330
Length of main line of road from Grand Central Depot, Forty-second street and Fourth avenue, to West and Chambers streets	5.131 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	3,357,261
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For way passengers	5 cents.
The average time consumed by passenger cars in passing over the road	1 hour.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$21,691 91
Taxes on real estate	1,285 35
Total cost of maintaining road and real estate	\$22,977 16

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$3,500 00
Officers, clerks, agents, and office expenses	4,112 80
Conductors, drivers, and engineers on dummy cars	25,561 24
Watchmen, starters, switchmen, roadmen, etc.	12,648 58
Repairs of cars and sleighs	12,180 61
Repairs of harness, including material and labor	1,303 57
Horseshoeing, including material and labor	4,638 48
Horses and mules	8,705 00
Stable expenses	13,329 91
Feed, grain, hay, etc., including expense of grinding	24,985 54
Fuel, gas, and lights	1,750 76
Oil and waste	114 57
Water tax	294 75
Damages to persons and property, including medical attendance	103 00
Law expenses	200 00
Rents, including use of other roads, ferries, etc.	6,986 16
Insurance	1,207 02
Advertising and printing	682 87
Snow expenses	364 70
Contingencies	835 78

Total expense of operating road, and repairs	\$123,505 34
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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers		\$167,863 05
Rent of tracks		8,000 00
Unclaimed money	\$11 77	
Car and damages	1,788 97	
Harness	5 79	
Brooms and medicines	7 57	
Waste paper and advertising	87 07	
Interest	1,680 00	
Old iron and timber	909 79	
Tickets	4 20	
Horseshoes	400 51	
Horses	2,582 00	
Wood and wire	133 54	
Curry combs, etc.	1 75	
Manure	805 57	
		8,419 53
Cash on hand September 30, 1877.		5,542 53
Total receipts		\$189,825 11

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$146,482 50
For interest	36,672 61
Paid on floating debt	\$1,000 00
Cash on hand September 30, 1878.	5,670 00
Total payments during the year	\$189,825 11

ACCIDENTS.

DATE.		PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.									
November	14.....	....	....	....	....	....	1	....	1
1878.									
January	10.....	....	1	....	....	....	....	....	1
January	13.....	....	1	....	....	....	....	....	1
January	25.....	....	1	....	....	....	....	....	1
June	15.....	....	....	....	....	1	1	....	1
August	24.....	....	....	....	....	1	....	1	....
Totals.....		....	3	....	....	1	2	1	5

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1877.

November 14. Some boys from the Eleventh Street Lodging-house School came into our depot and commenced pushing the cars on the track, and one of them had his head bruised somewhat between the cars and a post.

1878.

January 10. Mrs. Lavenia Hawkins, of No. 46 York street, Jersey City, while getting off car No. 25, at Chambers street, slipped and fell, receiving very slight injuries.

January 18. While car No. 11 was coming down Stanton street, the brake chain broke, and for a moment the car had quite the advantage of the driver, until the rear brake was applied, during which Martha Harring, of No. 127 Stillman avenue, Brooklyn, became frightened and jumped from the car and was slightly injured, with no blame only to herself.

January 25. While car No. 30 was crossing the Bowery, from Prince to Stanton street, and going very moderate, car No. 200, of the Third Avenue Railroad Company, coming down very fast, the driver could not stop his car, and a collision occurred (with no blame to our driver), and Mrs. Mary L. Haggerty, of No. 21 Charlton street, a passenger in our car, was injured by the shock of the cars coming together.

June 15. As car No. 15 was coming up Avenue C, Henry Beneman, of No. 67 Avenue C, being deaf and dumb, ran against the horses, which were stopped promptly by the driver, and received slight injuries, from which he soon recovered.

August 24. While car No. 23 was passing through Pitt street, Teresa Sulley, aged three years and five months, of No. 127 Pitt street, ran against the horses of said car, and fell down; the driver stopped the car just as the forward wheel came up to her; although she had received injuries from which she died in about three hours, the coroner's jury exonerated the driver from all blame.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN LOWRY.....	34 East Fourteenth street.
JOHN D. OXNER.....	271 Seventh street.
JOSEPH W. DOUGLASS.....	180 Chatham square.
DANIEL F. TYLER.....	1 and 3 Third avenue.
JACOB MILLER.....	49 Broad street.
E. BEADLESTON.....	1 and 3 Third avenue.
JOHN G. DEITZ.....	Park Avenue Hotel.
D. B. HASBROOK.....	300 Mulberry street.
ABRAHAM LENT.....	753 Broadway.
S. F. KNAPP.....	Washington Heights.
A. D. BARBER.....	Utica, N. Y.
H. D. DENISON.....	Syracuse, N. Y.
M. G. THOMSON.....	Utica, N. Y.

JOHN LOWRY.....	President.
JOSEPH W. DOUGLASS.....	Treasurer.
DANIEL F. TYLER.....	Secretary.
J. D. OXNER.....	Vice-President and Superintendent.

Communications intended for this company should be addressed, J. D. OXNER, Vice-President, No. 415 East Tenth street, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. D. OXNER, *Vice-President and Supt.*

(No. 44)

JAMAICA, WOODHAVEN AND BROOKLYN.

STATE OF NEW YORK, }
Queens County, } ss.:

A. A. DEGRAUW, Jr., Secretary and Treasurer, and WILLIAM M. SCOTT, acting Superintendent of operations of the Jamaica, Woodhaven and Brooklyn Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) A. A. DEGRAUW, JR.,
WILLIAM M. SCOTT.

Subscribed and sworn to before me, }
this 5th day of October, 1878. }

G. C. McKEE,
Notary Public, in and for Queens County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in, as by last report	100,000 00
Total amount now paid in of capital stock	100,000 00

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment*.....	\$100,000 00
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CHARACTERISTICS OF ROAD.

Length of road.....	6.25 miles.
Length of road laid	6.25 "
Length of double track, including sidings	4.50 "
Weight of rail, per yard	46 to 50 lbs.
Number of passenger cars	21
Number of snow plows	2
Number of horses and mules.....	25
Length of main line of road from Jamaica to East New York	6.25 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	154,460
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers	10, 5, and 2 cts.

The average time consumed by passenger cars in passing over the road from Jamaica to East New York	55 minutes.
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* Purchased under foreclosure of mortgage.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$200 50
Taxes on real estate	207 16
Total cost of maintaining road and real estate	<u>\$407 66</u>

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	}	\$1,000 00
Officers, clerks, agents, and office expenses		
Conductors, drivers, and engineers on dummy cars		2,439 81
Watchmen, starters, switchmen, roadmen, etc.		1,192 00
Repairs of cars and sleighs		978 69
Repairs of harness, including material and labor		45 00
Horseshoeing, including material and labor		727 38
Stable expenses		1,645 75
Feed, grain, hay, etc., including expense of grinding		3,736 33
Fuel, gas, and lights		83 50
Oil and waste		22 40
Rents, including use of other roads, ferries, etc.		100 00
Insurance		370 00
Advertising and printing		47 30
Total expense of operating road, and repairs		\$12,388 16

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$14,196 50
Way tickets	\$433 00
Horses	590 00
Manure	300 00
Rent	993 50
	<u>2,316 50</u>
Total receipts	<u>\$16,513 00</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	<u>\$12,795 82</u>
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE DURLAND	Jamaica.
A. A. DEGRAUW, Jr.	Jamaica.
GEORGE L. PECK	Jamaica.
GEORGE C. MCKEE	Jamaica.
JOHN McLAUGHLIN	Jamaica.
CHAS. A. WILLETTTS	Flushing.
ALONZO B. WRIGHT	Flushing.
WM. A. WARNOCK	Brooklyn.
RICHARD POILLON	New York.

GEORGE DURLAND	President.
A. A. DEGRAUW, Jr.	Treasurer and Secretary.
WM. M. SCOTT	Superintendent.

Communications intended for this company should be addressed, Jamaica, Queens county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them, as far as practicable, and believe them to be correct.

(Signed) A. A. DEGRAUW, Jr., *Secretary and Treasurer.*
WM. M. SCOTT, *Superintendent.*

(No. 45.)

JEROME PARK BRANCH.

STATE OF NEW YORK, } ss.:
New York County, }

LEONARD W. JEROME, President, and D. OGDEN BRADLEY, Treasurer of Jerome Park Branch Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) LEONARD W. JEROME,
D. O. BRADLEY.

Subscribed and sworn to before me, }
this 28th day of October, 1878. }

PIERRE W. WILDEY,
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter	\$10,000 00
Amount of stock subscribed	10,000 00
Amount paid in, as by last report....	1,000 00
Total amount now paid in of capital stock.	1,000 00

This corporation has been involved in litigations relative to its right of way. It is possible that there may be unaudited and unpaid attorney's bills; there are no other floating debts; nothing has yet been done in or about the enterprise except an effort to thus secure the right of way.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

LEONARD W. JEROME	New York City.
FRANCIS SKIDDY.....	New York City.
LAWRENCE R. JEROME	New York City.
THOMAS M. FOOTE.....	New York City.
JOHN TRAVERS, JR.....	New York City.
D. O. BRADLEY.....	Dobbs' Ferry, N. Y.
WM. CONSTABLE.....	New York City.
THEODORE MOSS.....	New York City.
FRANK WORK	New York City.
CHARLES W. BATHGATE	New York City.
WM. T. ALDRICH	New York City.
EUGENE M. JEROME	New York City.
JOHN HUNTER.....	New York City.

LEONARD W. JEROME

THOMAS M. FOOTE.....

D. O. BRADLEY

President, New York City.

Secretary, New York City.

Treasurer.

Communications intended for this company should be addressed, D. O. BRADLEY, 73 Broadway, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) LEONARD W. JEROME, *President.*

D. O. BRADLEY, *Treasurer.*

(No. 46.)

JOHNSTOWN, GLOVERSVILLE AND KINGSBORO,

LESSOR.

STATE OF NEW YORK, } ss.:
Fulton County, }

J. McLAREN, Treasurer of the Johnstown, Gloversville and Kingsboro Horse Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. McLAREN.

Subscribed and sworn to before me, }
this 10th day of October, 1878. }

C. F. BRIGGS,

Notary Public, Fulton County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$50,000 00
Amount of stock subscribed	46,600 00
Amount paid in, as by last report	40,200 00
Total amount now paid in of capital stock*	50,000 00
Funded debt, as by last report	5,000 00
Total amount now of funded debt	5,000 00
Total amount now of funded and floating debt	5,000 00
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$40,862 20	\$40,862 20
For land, buildings and fixtures, including land		
damages	3,839 77	3,839 77
For dummy cars, horses, mules, and harness	2,865 73	2,700 73
For cars and sleighs	3,146 00	3,146 00
Total cost of road and equipment	\$50,713 70	\$50,548 70

* NOTE — The company has purchased two shares of its stock, and canceled them, and has made a stock dividend of 25 per cent on \$40,000, thus making the capital stock \$50,000.

RAILROAD REPORT.

755

CHARACTERISTICS OF ROAD.

Length of road.....	5.77 miles.
Length of road laid.....	4.08 "
Length of double track, including sidings.....	.0336 "
Weight of rail, per yard.....	26 pounds.
Number of passenger cars.....	6
Number of horses and mules.....	17
Length of main line of road from Johnstown to Kingsboro	5.77 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	32,930
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers.....	5 and 10 "

The average time consumed by passenger cars in passing over the road.....	35 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$109 05
Taxes on real estate.....	354 55
Total cost of maintaining road and real estate.....	\$463 60

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$217 00
Officers, clerks, agents, and office expenses.....	144 51
Conductors, drivers, and engineers on dummy cars.....	250 76
Repairs of cars and sleighs.....	14 40
Repairs of harness, including material and labor.....	11 45
Horseshoeing, including material and labor.....	90 14
Stable expenses.....	221 57
Feed, grain, hay, etc., including expense of grinding.....	281 55
Fuel, gas, and lights.....	8 36
Oil and waste.....	21 88
Law expenses.....	50 00
Rents, including use of other roads, ferries, etc.....	150 00
Insurance.....	83 25
Advertising and printing.....	11 70
Contingencies.....	17 37
Total expense of operating road, and repairs	\$1,573 94

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$2,470 00
House sold.....	\$51 05
Rent.....	1,062 48
Feed, etc., sold.....	128 61
	1,242 14
Total receipts.....	\$3,712 14

NOTE.—The above expenses were for three months and 19 days, being the time the road was run by the company.

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$2,037 54
For interest	354 00
* For dividends on stock—amount and rate per cent	800 00
Sundries	125 77
Total payments during the year	<u>\$3,317 31</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

NICHOLAS H. DECKER	New York.
RICHARD FANCHER.....	Johnstown.
THOMAS R. BRIGGS.....	Johnstown.
JAMES YOUNGLOVE.....	Johnstown.
JOHN McLAREN	Johnstown.
MAX MAYLANDER	
DANIEL B. JUDSON	Kingsboro.
JONATHAN RICKETTS.....	
GEO. A. STREETER.....	
ISAAC V. PLACE.....	Gloversville.
McINTYRE FRASER.....	Johnstown.
IRA LEE	Johnstown.
JOHN B. MATTHEWS.....	Johnstown.

NICHOLAS H. DECKER. President, New York.

JOHN McLAREN.... Treasurer and Secretary, Johnstown.

Communications intended for this company should be addressed, J. McLAREN, Treasurer, Johnstown, Fulton county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. McLAREN, *Treasurer.*

(No. 47.)

JOHNSTOWN, GLOVERSVILLE AND KINGSBORO,

LESSEE.

STATE OF NEW YORK, } ss.:
Fulton County, }

J. LEWIS WAY, acting Superintendent of operations of the Johnstown, Gloversville and Kingsboro Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. LEWIS WAY.

Subscribed and sworn to before me, }
this 18th day of October, 1878. }

RICHARD MURRAY,

Justice of the Peace.

* NOTE.—A dividend in stock of 25 per cent has also been made.

RAILROAD REPORT.

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CHARACTERISTICS OF ROAD.

Length of road.....	5. 77 miles.
Length of road laid.....	4. 08 "
Length of double track, including sidings.....	.336 "
Weight of rail, per yard.....	26 pounds.
Number of passenger cars.....	6
Number of horses and mules.....	16
Length of main line of road from Johnstown to Kingsboro.....	5.77 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, estimated.	123,176
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers.....	5 & 10 "

The average time consumed by passenger cars in passing over the road.....	40 minutes.
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These doings are for eight months and 12 days—the time N. H. Decker, lessee, run the road.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$161 55
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EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$450 00
Officers, clerks, agents, and office expenses.....	225 25
Conductors, drivers, and engineers on dummy cars.....	627 36
Repairs of cars and sleighs	111 96
Repairs of harness, including material and labor	55 49
Horseshoeing, including material and labor.....	180 47
Horses and mules.....	250 00
Stable expenses	495 17
Feed, grain, hay, etc., including expense of grinding.....	1,866 41
Fuel, gas, and lights. #.....	57 17
Oil and waste	15 00
Damages to persons and property, including medical attendance....	4 00
Rents, including use of other roads, ferries, etc.....	2,929 99
Advertising and printing.....	21 50
Contingencies	34 56

Total expense of operating road, and repairs	\$7,324 33
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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$6,656 55
Broken glass.....	\$1 25
Loan	828 08
	829 33
Total receipts	\$7,485 88

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$7,485 88
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Communications intended for this company should be addressed, J. L. WAY, Superintendent, Johnstown, Fulton county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. L. WAY, *Superintendent.*

(No. 48.)

KINGSTON AND RONDOUT.

STATE OF NEW YORK, } ss.:
Ulster County, }

REUBEN BERNARD, President, and HENRY W. WINNE, acting Superintendent of operations of the Kingston and Rondout Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

R. BERNARD,
HENRY W. WINNE.

Subscribed and sworn to before me, }
this 11th day of October, 1878. }

S. LEFEVER, *Notary Public.*

STOCK AND DEBTS.

Capital stock, as by charter.....	\$125,000 00
Amount of stock subscribed.....	125,000 00
Amount paid in, as by last report.....	75,000 00
Total amount now paid in of capital stock.....	75,000 00
Funded debt, as by last report.....	15,000 00
Total amount now of funded debt.....	15,000 00
Floating debt, as by last report.....	2,130 05
The amount now of floating debt.....	2,330 61
Total amount now of funded and floating debt.....	17,330 61
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$47,020 17	\$46,886 14
For land, buildings and fixtures, including land		
damages.....	24,346 98	23,296 98
For dummy cars, horses, mules, and harness...	11,618 13	12,233 13
For cars and sleighs.....	9,932 28	10,098 60
Total cost of road and equipment.....	\$92,917 56	\$92,519 85

The amount expended for land, etc., in the foregoing table, represents, in part, as follows:

At the time this company was organized the Union Plank-road Company owned, by charter, the only feasible route between the villages of Kingston and Rondout. The Kingston and Rondout Railroad Company were compelled, in order to procure right of way, to purchase the franchise of the Union Plank-road Company for the sum of \$24,500, and maintained the toll-gate of the Plank-road Company, between the two villages aforesaid, until 1878. The villages of Kingston and Rondout were consolidated into the city of Kingston, and in 1878 the Kingston and Rondout Railroad Company abandoned the toll-gate and charged to profit and loss the sum of \$20,919.87, being a loss to that amount to the railroad company.

CHARACTERISTICS OF ROAD.

Length of road	3.35 miles.
Length of road laid	3.35 "
Length of double track, including sidings .....	.38 "
Weight of rail, per yard	37 pounds.
Number of passenger cars	8
Number of horses and mules	23
Length of main line of road from Kingston to Rondout	3.35 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	134,023
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	10 cents.
For way passengers	5 "

The average time consumed by passenger cars in passing over the road	40 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures	\$313 86
Taxes on real estate	176 09
Total cost of maintaining road and real estate	\$489 95

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$2,000 00
Officers, clerks, agents, and office expenses	50 00
Conductors, drivers, and engineers on dummy cars	1,681 00
Watchmen, starters, switchmen, roadmen, etc.	770 25
Repairs of cars and sleighs	341 32
Repairs of harness, including material and labor	114 85
Horseshoeing, including material and labor	566 87
Horses and mules	445 00
Stable expenses	957 58
Feed, grain, hay, etc., including expense of grinding	3,023 38
Fuel, gas, and lights	55 20
Oil and waste	98 27
Law expenses	420 47
Insurance	380 27
Contingencies	414 60
Total expense of operating road, and repairs	\$11,319 06

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$10,201 19
Tolls received:	
Union avenue gate.....	236 81
Willbur branch.....	50 00
Total receipts.....	\$10,488 00

PAYMENTS OTHER THAN FOR CONSTRUCTION:

For transportation expenses, maintenance, and repairs.....	\$11,809 01
For interest.....	140 00
Total payments during the year.....	\$11,949 01

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

REUBEN BERNARD.....	Kingston, N. Y.
ELIAS T. VAN NOSTRUM.....	Kingston, N. Y.
BENJAMIN J. WINNE.....	Kingston, N. Y.
HENRY W. WINNE.....	Kingston, N. Y.
JOHN W. COLE.....	Kingston, N. Y.
MANASSAH LONGYEAR.....	Kingston, N. Y.
SAMUEL G. DIMMICK.....	Kingston, N. Y.
DAVIS WINNE.....	The Corner.
EDWARD O'RILEY.....	Rondout.

R. BERNARD.....	President, Kingston.
C. H. VAN GAASBEEK.....	Treasurer, Kingston.
S. G. DIMMICK.....	Secretary, Kingston.
H. W. WINNE.....	Superintendent, Kingston.

Communications intended for this company should be addressed, SAMUEL G. DIMMICK, Wall street, Kingston, Ulster county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) R. BERNARD, *President.*
HENRY W. WINNE, *Superintendent.*

(No. 49.)

LONG ISLAND CITY AND CALVARY CEMETERY.

STATE OF NEW YORK, }
Kings County, } ss.:

PATRICK J. GLEASON, President, and JOHN H. COURTNEY, Secretary of the Long Island City and Calvary Cemetery Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has

RAILROAD REPORT.

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been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

P. J. GLEASON,

JOHN H. COURTNEY.

Subscribed and sworn to before me, }
this 20th day of December, 1878. }

WM. C. THORP,

Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter	\$100,000 00
Amount of stock subscribed	60,000 00
Amount paid in, as by last report.	60,000 00
Total amount now paid in of capital stock.	60,000 00
Funded debt, as by last report.	50,000 00
Total amount now of funded debt.	50,000 00
Total amount now of funded and floating debt.	50,000 00
Average rate, per annum, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$20,300 00	\$20,000 00
For dummy cars, horses, mules, and harness.	8,490 00	9,200 00
Total cost of road and equipment	\$28,790 00	\$30,190 00

CHARACTERISTICS OF ROAD.

Length of road	5 miles.
Length of road laid	2 " "
Length of double track, including sidings.	3 " "
Weight of rail, per yard.	35 and 55 lbs.
Number of passenger cars.	7
Number of horses and mules.	11
Length of main line of road from Long Island City to Winfield	5 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.	25,000
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.	4 and 7 cents.
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The average time consumed by passenger cars in passing over the road.	17 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.	\$1,570 00
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EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Conductors, drivers, and engineers on dummy cars.....	\$468 00
Repairs of carts and sleighs.....	50 00
Repairs of harness, including material and labor.....	25 00
Horseshoeing, including material and labor.....	60 00
Horses and mules.....	100 00
Stable expenses.....	125 00
Feed, grain, hay, etc., including expense of grinding.....	175 00
Oil and waste.....	5 00
Water tax.....	5 00
Rents, including use of other roads, ferries, etc.....	300 00
Advertising and printing.....	4 25
Total expense of operating road, and repairs.....	<u>\$1,317 25</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$1,625 00
Manure.....	\$10 00
Sale of horses.....	20 00
	<u>30 00</u>
Total receipts.....	<u>\$1,655 00</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	<u>\$2,887 25</u>
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This road has not been in operation during the past year but for only 30 days. This prevention of traffic was caused by the building of a bridge on the line of the road by the improvement commissioners.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JAMES LAMB.....	Brooklyn.
STEPHEN SIMMONS.....	Brooklyn.
PETER F. DELANEY.....	Brooklyn.
ALEXANDER MORAN.....	Long Island City.
JOHN H. COURTNEY.....	Brooklyn.
JOHN SIGEBSON.....	New York City.
JOHN J. BLAIR.....	New York City.
PATRICK J. GLEASON.....	Brooklyn.
P. McCAFFERTY.....	Brooklyn.
M. J. DELEHANTY.....	Long Island City.
PETER LANGAN.....	Brooklyn.
TIMOTHY GLEASON.....	Brooklyn.
H. S. DE BEVOISE.....	Long Island City.

P. J. GLEASON..... President, Treasurer, and Superintendent.

JOHN H. COURTNEY..... Secretary.

Communications intended for this company should be addressed, Long Island City, Queens county, N. Y.

NOTE. — Report not signed.

State Engineer and Surveyor.

(No. 50.)

LONG ISLAND CITY SHORE.

STATE OF NEW YORK, }
New York County. } ss.:

JAMES M. FREEMAN, Treasurer, and ISAAC CUNDY, acting Superintendent of operations of the Long Island City Shore Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAS. M. FREEMAN,
 ISAAC CUNDY.

Subscribed and sworn to before me, }
 this 27th day of November, 1878. }

JAMES TAYLOR,
Notary Public, New York.

STOCK AND DEBTS.

Capital stock, as by charter	\$75,000 00
Amount of stock subscribed	75,000 00
Amount paid in, as by last report	75,000 00
Total amount now paid in of capital stock	75,000 00
Funded debt, as by last report	135,000 00
Total amount now of funded debt	135,000 00
Floating debt, as by last report	14,931 87
The amount now of floating debt	12,691 87
Total amount now of funded and floating debt	147,691 87
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$156,302 34	\$158,143 97
For land, buildings and fixtures, including land		
damages	3,132 26	3,235 04
For dummy cars, horses, mules, and harness....	5,399 31	5,551 23
For cars and sleighs	5,626 62	5,892 01
Total cost of road and equipment	\$170,460 53	\$172,822 25

CHARACTERISTICS OF ROAD.

Length of road, about	7.50 miles.
Length of road laid, about	7.50 "
Length of double track, including sidings	4 "

Weight of rail, per yard	38, 40, & 50 lbs.
Number of passenger cars	12
Number of horses and mules	51
Length of main line of road from Hunter's Point to Astoria.	3 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	450,874
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	8 cents.
For way passengers	5 "
The average time consumed by passenger cars in passing over the road.	30 minutes.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.	\$1,163 94
Taxes on real estate	7 91
Total cost of maintaining road and real estate.	\$1,171 85

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$914 25
Officers, clerks, agents and office expenses.	134 00
Conductors, drivers, and engineers on dummy cars.	6,424 85
Watchmen, starters, switchmen, roadmen, etc.	1,061 63
Repairs of cars and sleighs.	390 93
Repairs of harness, including material and labor.	198 48
Horseshoeing, including material and labor.	946 63
Horses and mules.	103 07
Stable expenses.	2,160 17
Feed, grain, hay, etc., including expense of grinding.	5,091 70
Fuel, gas, and lights.	72 12
Oil and waste.	100 85
Water tax.	4 00
Law expenses.	112 25
Rents, including use of other roads, ferries, etc.	200 00
Insurance.	261 87
Advertising and printing.	105 14
Contingencies.	171 43
Total expense of operating road, and repairs.	\$18,393 37

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$22,543 71
Chartered cars	\$38 00
Subscriptions	322 50
Advertising	101 50
Manure.	97 00
Blacksmithing work	48 86
	607 86
Total receipts	\$23,151 57

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$19,565 22
Reduction of floating debt.....	2,240 00
Interest on floating debt.....	87 59
Total payments during the year	<u>\$21,892 81</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

PLINY FREEMAN	Ravenswood.
JAMES M. FREEMAN	Ravenswood.
J. H. HOPKINS.....	Ravenswood.
JOHN H. WRIGHT.....	Brooklyn.
WILLIAM WORL.....	New York.
J. N. WORL.....	Ravenswood.
WILLIAM BRIDGES	Hunter's Point.
GEORGE W. WARREN	New York.
THOMAS DARRAGH.....	New York.
R. SEWELL	New York.
CHARLES W. BEEBE.....	Ravenswood.
JOHN G. FREEMAN.....	Ravenswood.
A. A. BAKER.....	Ravenswood.

PLINY FREEMAN..... President.

JAMES M. FREEMAN..... Treasurer and Secretary.

ISAAC CUNDY..... Superintendent.

Communications intended for this company should be addressed, Ravenswood, Queens county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JAMES M. FREEMAN, *President.*
ISAAC CUNDY, *Superintendent.*

(No. 51.)

MOHAWK AND ILION.

STATE OF NEW YORK, } ss.:
Herkimer County, }

JOHN F. HOSCH, Vice-President, and A. D. MARSHALL, Treasurer of the Mohawk and Ilion Horse Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN F. HOSCH,
A. D. MARSHALL.

Subscribed and sworn to before me, }
this 30th day of November, 1878. }

S. E. COB,

Notary Public, Herkimer County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$15,000 00
Amount of stock subscribed	15,000 00
Amount paid in, as by last report.	15,000 00
Total amount now paid in of capital stock.	<u>15,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$12,500 00	\$12,500 00
For land, buildings and fixtures, including land damages	2,500 00	2,500 00
For cars and sleighs	3,800 00	3,300 00
Total cost of road and equipment.....	<u>\$18,300 00</u>	<u>\$18,300 00</u>

CHARACTERISTICS OF ROAD.

Length of road.....	1.75 miles.
Length of road laid.....	1.75 "
Weight of rail per yard	30 pounds.
Number of passenger cars.....	4
Number of freight cars.....	1
Length of main line of road from Mohawk to Ilion.....	<u>1.75 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	<u>63,275</u>
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 and 10 cents.
For way passengers	<u>5 "</u>

The average time consumed by passenger cars in passing over the road.....	<u>12 minutes.</u>
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EXPENSES OF OPERATING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$155 42
Taxes on real estate	313 05
Total cost of maintaining road and real estate	<u>\$468 47</u>

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Conductors, drivers, and engineers on dummy cars.....	\$412 50
Watchmen, starters, switchmen, roadmen, etc.....	135 25
Repairs of cars and sleighs.....	117 56
Fuel, gas, and lights.....	12 89
Oil and waste	9 39
Law expenses	5 50
Advertising and printing.....	28 70
Towing cars	1,642 00
Total expense of operating road, and repairs.....	<u>\$2,363 79</u>

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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$3,505 05
From freight	80 25
Total receipts	<u>\$3,585 30</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$2,832 76
For dividends on stock—amount and rate per cent, 8 per cent. . .	1,200 00
Total payments during the year	<u>\$4,032 76</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

L. L. LOWELL	Mohawk, N. Y.
O. W. BRONSON	Mohawk, N. Y.
J. F. HOSCH	Mohawk, N. Y.
JACOB DEVENDORF	Mohawk, N. Y.
A. D. MARSHALL	Mohawk, N. Y.
H. D. ALEXANDER	Mohawk, N. Y.
JOHN BROWN	Mohawk, N. Y.

O. W. BRONSON	President.
A. D. MARSHALL	Treasurer.
H. D. ALEXANDER	Secretary.
JOHN RULESON	Superintendent.

Communications intended for this company should be addressed, H. D. ALEXANDER, Secretary, Mohawk, Herkimer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN F. HOSCH, *Vice-President.*
A. D. MARSHALL, *Treasurer.*

(No. 52.)

NEW BRIGHTON AND ONONDAGA VALLEY.

STATE OF NEW YORK, }
Onondaga County, } ss.:

MATTHIAS BRITTON, President, and JUSTUS NEWELL, Secretary, and acting Superintendent of operations of the New Brighton and Onondaga Valley Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) MATTHIAS BRITTON,
JUSTUS NEWELL.

Subscribed and sworn to before me, }
this 9th day of December, 1878. }

R. A. BONTA,
Notary Public, Syracuse, N. Y.

STOCK AND DEBTS.

Capital stock.....	\$16,000 00
Amount of stock subscribed.....	16,000 00
Amount paid in, as by last report.....	8,000 00
Total amount now paid in of capital stock.....	8,000 00
Funded debt, as by last report.....	4,500 00
Total amount now of funded debt.....	4,300 00
The amount now of floating debt.....	800 00
Total amount now of funded and floating debt.....	5,100 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$8,115 00	\$8,115 00
For land, buildings and fixtures, including land		
damages.....	400 00	400 00
For dummy cars, horses, mules, and harness...	3,200 00	3,200 00
For cars and sleighs.....	1,020 00	1,020 00
Total cost of road and equipment.....	\$10,735 00	\$10,735 00

CHARACTERISTICS OF ROAD.

Length of road.....	1 $\frac{1}{4}$ miles.
Length of road laid.....	1 $\frac{1}{4}$ "
Length of double track, including sidings.....	10 rods.
Weight of rail, per yard.....	16 and 35 lbs.
Number of dummy cars.....	1
Number of passenger cars.....	2
Number of horses and mules.....	4
Length of main line of road from New Brighton to Patterson's Corners.....	1 $\frac{1}{4}$ miles.

' DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	51,600
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	8 cents.
For way passengers.....	2, 3, & 6 "

The average time consumed by passenger cars in passing over the road.....	25 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$300 00
Taxes on real estate.....	29 26
Total cost of maintaining road and real estate.....	\$329 26

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EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$100 00
Conductors, drivers, and engineers on dummy cars	540 00
Repairs of cars and sleighs	15 00
Repairs of harness, including material and labor	15 00
Horseshoeing, including material and labor	70 00
Horses and mules	40 00
Stable expenses	110 00
Feed, grain, hay, etc., including expense of grinding	275 00
Fuel, gas, and lights	25 00
Oil and waste	10 00
Rents, including use of other roads, ferries, etc	365 00
Advertising and printing	5 00
Total expense of operating road, and repairs	<u>\$1,570 00</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$2,439 00
Old iron	48 00
Total receipts	<u>\$2,487 00</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$1,899 26
For interest	371 00
Total payments during the year	<u>\$2,270 26</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

MATTHIAS BRITTON	Onondaga Valley.
GEORGE B. CLARK	Onondaga Valley.
JAMES ANDERSON	Onondaga Valley.
W. T. HAMILTON	Syracuse.
JUSTUS NEWELL	Syracuse.

MATTHIAS BRITTON..... President.

JUSTUS NEWELL..... Secretary, Treasurer, and Supt.

Communications intended for this company should be addressed, JUSTUS NEWELL, No. 306 South Salina street, Syracuse, Onondaga county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them, as far as practicable, and believe them to be correct.

(Signed)

MATTHIAS BRITTON, *President.*JUSTUS NEWELL, *Secretary and Supt.*

(No. 53.)

NEW YORK, BROOKLYN AND SEA BEACH.

STATE OF NEW YORK, }
New York City and County, } ss.:

JOHN L. LOGAN, President of the New York, Brooklyn and Sea Beach Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

Subscribed and sworn to before me, }
 this 7th day of January, 1879. }

(Signed)

JOHN L. LOGAN.

L. F. POST,

Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed, about	10,000 00
Amount paid in, as by last report	250 00
Total amount now paid in of capital stock	250 00

CHARACTERISTICS OF ROAD.

Length of road.....	3½ miles.
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

CHARLES E. BOGERT.....	New York.
EBENEZER HANFORD	New York.
HIRAM JOHNSON.....	Brooklyn.
THEODORE HOAGLAND	Bloomville, N. J.
FRANCIS J. KENNEDY	Brooklyn.
SAMUEL LAWRENCE	New York.
W. M. GIBSON	Brooklyn.
THOMAS MARSHALL	East Williamsburgh.
DANIEL DALY.....	New York.
W. O. SHAW	Brooklyn.
D. L. STURGES	New York.
MATTHEW DALEY	New York.
W. H. GAYLOR	Brooklyn.

JOHN L. LOGAN { President, 25 East Twenty-ninth
 street, New York.

J. W. BIGELOW Treasurer, West 30th street, New York.

Communications intended for this company should be addressed, JOHN L. LOGAN, No. 59 Liberty street, New York.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN L. LOGAN, *President.*

(No. 54.)

NEW YORK AND HARLEM.

STATE OF NEW YORK, }
New York County, } ss.:

EDWARD V. W. ROSSITER, Treasurer, and GEORGE F. BONNEY, acting Superintendent of operations of the New York and Harlem Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

E. V. W. ROSSITER,
GEO. F. BONNEY.

Subscribed and sworn to before me, }
this 20th day of December, 1878. }

W. I. VAN ARSDALE,

Notary Public, New York County.

STOCK AND DEBTS.

Capital stock	\$10,000,000 00
Amount of stock subscribed	9,450,000 00
Amount paid in, as by last report	9,050,000 00
Total amount now paid in of capital stock *	9,450,000 00
Funded debt, as by last report	10,617,329 00
Total amount now of funded debt	10,617,329 00
Floating debt, as by last report †	700,000 00
The amount now of floating debt †	700,000 00
Total amount now of funded and floating debt	11,317,329 00
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	\$17,835,509 24	\$17,886,916 24
For bridges		
Superstructure, including iron		
Passenger and freight stations, buildings and fixtures		
Engine and car houses, machine shops, machinery and fixtures		
Land, land damages, and fences	2,535,645 87	2,535,645 87
Real estate in New York city		
Locomotives and fixtures, and snow plows	363,706 26	363,706 26
Passenger and baggage cars	1,076,762 00	1,076,762 00
Freight and other cars		
Horses and stables	111,222 60	105,677 60
Total cost of road and equipment	\$21,922,845 97	\$21,968,707 97

* The increase of \$400,000, in the capital stock, was for the purpose of financially adjusting the accounts for the construction of the Fourth avenue improvement.

† Bonds and mortgages on property in New York city.

The above is the cost of the entire line of this company, consisting of its steam and its city road; the former is leased to the New York Central and Hudson River Railroad Company, which will include in its report the characteristics and operations of that road. The statements hereinafter contained are those pertaining to the city road.

CHARACTERISTICS OF ROAD.

Length of road	5½ miles.
Length of road laid.....	5½ "
Length of double track, including sidings.....	7.02 "
Weight of rail, per yard	50 and 64 lbs.
Number of passenger cars	116
Number of horses.....	851
Length of main line of road from City Hall to Madison avenue and Eighty-sixth street.....	5½ miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	10,065,034
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	6 and 8 cents.
For way passengers	6 "

The average time consumed by passenger cars in passing over the road.....	1 hour.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$24,792 58
Taxes on real estate.....	24,116 28
Total cost of maintaining road and real estate	\$48,908 86

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	}	\$22,310 60
Officers, clerks, agents, and office expenses		
Conductors and drivers		183,556 86
Watchmen, starters, switchmen, roadmen, etc.		13,932 47
Repairs of cars.....		26,327 17
Repairs of harness, including material and labor		4,295 64
Horseshoeing, including material and labor		14,065 07
Horses.....		18,916 00
Stable expenses		53,798 62
Feed, grain, hay, etc., including expense of grinding		77,717 23
Fuel, gas, and lights		2,047 78
Oil and waste		220 63
Water tax.....		1,099 01
Damages to persons and property, including medical attendance....		772 06
Law expenses		3,558 90
Rents, including use of other roads, ferries, etc		200 00
Insurance.....		1,350 00
Advertising, printing, and stamps		1,899 87
Contingencies		3,548 80
Total expense of operating road, and repairs		\$378,416 70

RAILROAD REPORT.

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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers		\$632,385 78
Haulage of cars	\$48,549 75	
Rents and interest.....	58,494 18	
Miscellaneous	4,534 13	
		111,578 06
Total receipts.....		\$743,963 84

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$427,325 56
For dividends on stock—amount and rate per cent, one of 3 per cent	283,500 00
Total payments during the year	\$710,825 56

Under the lease to the New York Central and Hudson River Railroad Company, hereinbefore spoken of, that company paid the interest on the funded debt of this company, and also two dividends of four per cent each on its capital stock, as the rent to be paid by the terms of said lease.

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 8.....	1	....	1	....
October 22.....	1	....	1
November 30.....	1	....	....	....	1	....
December 1.....	1	....	1
1878.								
January 31.....	1	....	....	....	....	....	1
February 5.....	1	....	1
March 31.....	1	....	....	....	....	....	1
May 10.....	1	....	1	....
July 10.....	1	....	1	....
September 26.....	1	....	1
Totals	2	1	....	3	4	4	6

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

October 8. John Kearney, a boy, while riding on a freight car, fell off at Forty-second street, receiving injuries from which he died.

October 22. Martin Kane, a boy, in attempting to run across the track at Madison avenue and Sixty-fourth street, was knocked down and slightly injured by the horses of a passing car.

November 30. James Smith, a driver, fell from his car at Madison avenue and Forty-second street, and was fatally injured.

December 1. Patrick Pollard was knocked down and badly bruised by a runaway team on the Bowery.

1878.

January 31. M. J. Dillon, while riding on the front platform of a car, fell off in the Bowery and received slight injuries.

February 5. John H. Christian, deaf and partially blind, in attempting to cross Fourth avenue at Seventeenth street, ran against a car and was knocked down and badly bruised.

March 31. Edward Bauer fell from the platform of a car at Forty-seventh street and fractured his arm.

May 10. Chas. Fuhr, a child 19 months old, while playing in the street, was run over on Madison avenue, near Eightieth street, and fatally injured.

July 10. Joseph Sonenheim, a boy, was run over on Fourth avenue, near Seventeenth street, and died from injuries received.

September 26. John Riley, a small boy, while running along side of a car on Madison avenue, near Forty-ninth street, was knocked down and had an arm broken.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM H. VANDERBILT	New York City.
CORNELIUS VANDERBILT	New York City.
WILLIAM K. VANDERBILT	New York City.
WILLIAM C. WETMORE	New York City.
AUGUSTUS SCHELL	New York City.
ABRAHAM B. BAYLIS	New York City.
JAMES H. BANKER	New York City.
JOHN B. DUTCHER	Pawling, N. Y.
ROBERT J. NIVEN	New York City.
CHAUNCEY M. DEPEW	New York City.
JOSEPH HARKER	New York City.
WILLIAM H. LEONARD	New York City.
SAMUEL F. BARGER	New York City.

WILLIAM H. VANDERBILT	President.
CORNELIUS VANDERBILT	Vice-President and Sec'y.
EDWARD V. W. ROSSITER	Treasurer.
FAYETTE S. CURTISS	Engineer.
GEORGE F. BONNEY	Gen'l Man. of City Line.

Communications intended for this company should be addressed, New York and Harlem Railroad Company, Grand Central Depot, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

E. V. W. ROSSITER, *Treasurer.*

GEO. F. BONNEY, *General Manager.*

(No. 55.)

NEW WILLIAMSBURGH AND FLATBUSH

STATE OF NEW YORK, } ss.:
Kings County,

J. M. JONES, President, and CHARLES B. ALLYN, acting Superintendent of operations of the New Williamsburgh and Flatbush Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. M. JONES,
 CHAS. B. ALLYN. }

Subscribed and sworn to before me, }
 this 23d day of November, 187~~8~~⁹, as }
 to Charles B. Allyn only.

PHILIP REILLY,
Notary Public, Kings County.

STOCK AND DEBTS.

Capital stock, as by charter	\$300,000 00
Amount of stock subscribed	300,000 00
Amount paid in, as by last report.	800,000 00
Total amount now paid in of capital stock.	300,000 00
Funded debt, as by last report.	200,000 00
Total amount now of funded debt	200,000 00
Floating debt, as by last report.	22,856 48
The amount now of floating debt	16,629 48
Total amount now of funded and floating debt.	216,629 48
Average rate, per annum, of interest on funded debt.	7 per cent.

There is one year's interest on \$150,000 of bonds unpaid, amount \$10,500, which is payable at the option of the company, but before any dividends are paid on stock. The coupons for same are not secured by mortgage.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$320,066 04	\$325,166 04
For land, buildings and fixtures, including land damages		
For dummy cars, horses, mules, and harness.	31,878 32	42,452 42
For cars and sleighs		
Total cost of road and equipment.	\$351,939 36	\$367,618 46

CHARACTERISTICS OF ROAD.

Length of road.....	5 miles.
Length of road laid.....	4½ "
Length of double track, including sidings.....	4 "
Weight of rail, per yard.....	35 pounds.
Number of passenger cars.....	32
Number of horses and mules.....	144
Length of main line of road from Broadway ferries to Prospect Park,	4½ miles.

*DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	1,706,495
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
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The average time consumed by passenger cars in passing over the road.....	10 min. to mile.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$6,597 99
Taxes on real estate.....	179 26
Total cost of maintaining road and real estate.....	\$6,777 25

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,019 19
Officers, clerks, agents, and office expenses.....	520 00
Conductors, drivers, and engineers on dummy cars.....	23,937 05
Watchmen, starters, switchmen, roadmen, etc.....	3,892 95
Repairs of cars and sleighs.....	3,671 14
Repairs of harness, including material and labor.....	922 24
Horseshoeing, including material and labor.....	2,313 43
Horses and mules.....	5,411 10
Stable expenses.....	4,178 67
Feed, grain, hay, etc., including expense of grinding.....	13,124 17
Fuel, gas, and lights.....	474 68
Oil and waste.....	149 77
Water tax.....	104 55
Damages to persons and property, including medical attendance.....	*60 00
Law expenses.....	420 00
Rents, including use of other roads, ferries, etc.....	1,908 94
Insurance.....	340 00
Advertising and printing.....	154 96
Contingencies.....	1,248 87
Total expense of operating road, and repairs.....	\$63,851 71

* Paid to one, A. D. Cockburn, who claimed to have been injured the previous year.

RAILROAD REPORT.

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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....		\$85,824 76
Manure.....	\$584 64	
Horses.....	203 00	
Cars.....	200 00	
Rent.....	197 53	
Balance on bonds.....	112 50	
Tickets, etc.....	93 66	
Stone.....	40 00	
Wood.....	55 50	
Wire, etc.....	12 74	
Sundries.....	14 98	
Damages.....	6 75	
		1,521 30
Total receipts.....		\$86,846 06

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$70,628 96
For interest.....	3,675 08
Certain old bills.....	3,247 11
Cars.....	5,168 00
License.....	300 00
Total payments during the year.....	\$83,019 15

ACCIDENTS.

	Injured.
August 31, 1878.....	1

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person :

1878.

A Mrs. Wilson, riding from the park, was somewhat bruised by falling to the ground while getting off a car; quite recovered now.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

C. B. COTTRELL.....	New York.
RUSSELL W. ADAMS.....	Brooklyn.
J. M. JONES.....	West Troy.
JAMES BINNS.....	Brooklyn.
WM. B. WAIT.....	New York.
JOHN VAN ALLEN.....	New York.
GEORGE VAN ALLEN.....	New York.

J. M. JONES.....	President, West Troy.
W. B. WAIT.....	Secretary, New York.
CHAS. B. AILYN.....	Superintendent and Cashier, Brooklyn.

Communications intended for this company should be addressed, New Williamsburgh and Flatbush Railroad Company, Nostrand avenue and Carroll street, Brooklyn, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) CHAS. B. ALLYN, *Superintendent.*

(No. 55.)

NINTH AVENUE.

STATE OF NEW YORK, }
City and County of New York, } ss.:

JAMES AFFLECK, Treasurer, and HENRY SHERMAN, acting Superintendent of operations of the Ninth Avenue Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES AFFLECK,
HENRY SHERMAN.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

EDWIN CLARK,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock.....	\$800,000 00
Amount of stock subscribed	799,200 00
Amount paid in, as by last report.....	797,320 00
Total amount now paid in of capital stock	797,320 00
Funded debt, as by last report	207,000 00
Total amount now of funded debt.....	207,000 00
Floating debt, as by last report.....	23,460 00
The amount now of floating debt.....	23,700 00
Total amount now of funded and floating debt.....	230,700 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$515,786 96	\$515,786 96
For land, buildings and fixtures, including land damages.....	443,435 21	443,435 21
For horses and harness	22,600 00	22,600 00
For cars and sleighs	17,600 00	17,600 00
Total cost of road and equipment	\$999,422 17	\$999,422 17

RAILROAD REPORT.

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CHARACTERISTICS OF ROAD.

Length of road.....	18 miles.
Length of road laid	6.10 "
Weight of rail, per yard	62 to 95 lbs.
Number of passenger cars	20
Number of horses	190

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	1,419,638
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 c. to 51st st.
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The average time consumed by passenger cars in passing over the road	47 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures	\$5,058 25
Taxes on real estate	5,597 25
Total cost of maintaining road and real estate.....	\$10,655 50

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$1,400 00
Officers, clerks, agents, and office expenses	1,657 95
Conductors, drivers, and engineers on dummy cars	13,035 32
Watchmen, starters, switchmen, roadmen, etc	3,058 81
Repairs of cars and sleighs	4,072 02
Repairs of harness, including material and labor	473 50
Horseshoeing, including material and labor	2,717 25
Horses	3,940 00
Stable expenses.....	6,224 70
Feed, grain, hay, etc., including expense of grinding	12,822 12
Fuel, gas, and lights.....	408 82
Oil and waste.....	78 00
Water tax.....	235 57
Damages to persons and property, including medical attendance	700 00
Law expenses.....	1,652 64
Rents, including use of other roads, ferries, etc	10 00
Insurance	652 50
Advertising and printing.....	271 15
Car licenses.....	400 00
Contingencies.....	63 50
Total expense of operating road, and repairs.....	\$53,873 85

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$70,981 89
Horses.....	\$610 00
Iron	160 09
Manure	339 50
Sundries.....	6,513 09
	7,672 68
Total receipts.....	\$78,654 57

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$64,529 85
For interest.	14,472 50
Total payments during the year	<u>\$79,001 85</u>

ACCIDENTS.

September 16, 1878	Killed. <u>1</u>
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The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1878.

September 16. John E. Bollerman, 9 years of age, while playing on Ninth avenue, near Thirty-sixth street, ran after a passing car, caught hold of the window sash, and fell; the wheel passing over his foot, receiving injuries from which he died. The coroner's inquest exonerated the company from all blame.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE LAW	New York City.
WILLIAM H. HAYS	New York City.
GEORGE LAW, JR.	New York City.
EDWARD ST. J. HAYS	New York City.
PAUL N. SPOFFORD	New York City.
G. GRANVILLE WRIGHT.....	New York City.
THOMAS H. TOWAR	New York City.
STEPHEN H. HERRIMAN	Brooklyn.
EDWARD B. ST. JOHN.....	Cornwall.
WILLIAM RAVESTEYN.....	Brooklyn.
JAMES AFFLECK	Yonkers.
HENRY SHERMAN.	New York City.
ROBERT B. VEITCH.....	New York City.

GEORGE LAW

President.

JAMES AFFLECK

Treasurer and Secretary.

HENRY SHERMAN

Superintendent.

Communications intended for this company should be addressed, Ninth avenue corner Fifty-fourth street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

JAMES AFFLECK, *Treasurer.*

HENRY SHERMAN, *Superintendent.*

(No. 57.)

NORTH SECOND STREET AND MIDDLE VILLAGE.

STATE OF NEW YORK, }
New York County, } ss.:

WILLIAM W. GREEN, President, and MONTGOMERY QUEEN, acting Superintendent of operations of the North Second Street and Middle Village Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. W. GREEN,
M. QUEEN.

Subscribed and sworn to before me, }
this 29th day of November, 1878. }

RICHARD H. GREEN,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock	\$150,000 00
Amount of stock subscribed	150,000 00
Amount paid in, as by last report	142,600 00
Total amount now paid in of capital stock	150,000 00
Funded debt, as by last report	125,000 00
Total amount now of funded debt	129,107 50
Floating debt, as by last report	27,001 61
The amount now of floating debt	40,359 44
Total amount now of funded and floating debt	169,466 94
Average rate, per annum, of interest on funded debt	7 per cent.

Twenty thousand dollars of capital stock is held to secure \$15,000 of floating debt shown above.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$156,549 38	\$157,698 28
For land, buildings and fixtures, including land		
damages	31,457 62	32,907 62
For horses and harness	41,962 55	47,204 72
For cars	27,584 43	31,332 73
Total cost of road and equipment	\$257,553 98	\$269,143 35

CHARACTERISTICS OF ROAD.

Length of road	7 miles.
Length of road laid	5.36 "
Length of double track, including sidings	5.21 "

Weight of rail, per yard.....	42 pounds.
Carts and wagons	3
Number of passenger cars	27
Number of truck cars, sweeper, and plow	3
Number of horses.....	102
Length of main line of road from Broadway ferry to Lutheran cemetery, Middle Village.....	5.03 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, except chartered cars	1,734,475
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	10 cents.
For way passengers	5 "
Children	Half-price.

The average time consumed by passenger cars in passing over the road	56 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$1,598 90
Taxes on real estate	654 31
Total cost of maintaining road and real estate.....	\$2,253 21

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$1,222 22
Officers, clerks, agents, and office expenses.....	1,980 40
Conductors, drivers, and engineers on dummy cars.	17,456 83
Watchmen, starters, switchmen, and roadmen	2,293 33
Repairs of cars	3,748 30
Repairs of harness, including material and labor.	381 36
Horseshoeing, including material and labor	1,698 16
Horses	4,860 81
Stable expenses	5,375 69
Feed, grain, hay, etc., including expense of grinding.....	11,307 57
Fuel, gas, and lights.....	109 46
Oil and waste	315 60
Water tax.....	98 20
Damages to persons and property, including medical attendance.. } Law expenses..... }	1,800 09
Rents, including use of other roads, ferries, etc.....	1,200 00
Insurance.....	489 75
Advertising and printing.....	260 57
Monitor register.....	466 91
Excess paid band and badges	128 75
Total expense of operating road, and repairs	\$55,189 00

RAILROAD REPORT.

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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....		\$56,771 08
Track	\$50 00	
Rents.....	92 00	
Horses	480 50	
Wood, iron, etc.....	144 20	
Advertisements	250 50	
Manure.....	526 42	
Loan to Treasurer	1,856 68	
		<hr/> 3,350 25
Total receipts		<hr/> \$60,121 33

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$57,442 21
For interest	1,962 11
Treasurer	717 01
Total payments during the year.....	<hr/> \$60,121 33

ACCIDENTS.

	Injured.
November 14, 1877	<hr/> 1

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

Hannah McKeever claimed to have been hurt, changing cars at stables, September 17, 1877, and brought action by summons, October 23d, for \$5,000 and costs. Action was tried before Judge Neilson and a jury, in City Court, February 14 and 15, 1878, and verdict was rendered against the company for \$100, which was paid, and judgment satisfied. Not known at time of last report.

1877.

November 14. H. Steele got off cars against orders of the conductor, on North Second street, between Bushwick avenue and Humboldt street. The man was injured, but admits it was entirely his own fault, as also all witnesses agree. It is believed he has recovered.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WM. W. GREEN	New York City.
JOHN P. ELWELL	Brooklyn.
CHAS. F. ELWELL	Brooklyn.
RICHARD H. GREEN	New York City.
JAMES W. ELWELL	Brooklyn.
HENRY GREEN	New York City.
WILLIAM T. GRAFF	New York City.

WM. W. GREEN	President.
CHAS. F. ELWELL	Treasurer.
RICHARD H. GREEN	Secretary.
MONTGOMERY QUEEN	Superintendent.

Communications intended for this company should be addressed, RICHARD H. GREEN, No. 79 Cedar street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) W. W. GREEN, *President*.
M. QUEEN, *Superintendent*.

(No. 58.)

ONE HUNDRED AND TWENTY-FIFTH STREET.

STATE OF NEW YORK, }
New York City and County, } ss.:

WILLIAM REMSEN, President, and GEORGE W. FIELD, acting Superintendent of operations of the One Hundred and Twenty-fifth Street Railroad Company of New York city, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WILLIAM REMSEN,
G. W. FIELD.

Subscribed and sworn to before me, }
this 16th day of November, 1878. }

CHARLES S. ARTHUR,
Notary Public, in and for the city and county of New York.

STOCK AND DEBTS.

Capital stock, as by charter	\$150,000 00
Amount of stock subscribed	150,000 00
Amount paid in, as by last report.	150,000 00
Total amount now paid in of capital stock	150,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron and equipment	\$150,000 00	\$150,000 00

The One Hundred and Twenty-fifth Street Railroad is leased to the Third Avenue Railroad Company, and is operated and maintained by that company.

CHARACTERISTICS OF ROAD.

Length of road	2.75 miles.
Length of road laid	2.75 "
Length of double track, including sidings	2.75 "
Weight of rail, per yard	45 pounds.
Number of passenger cars	6
Length of main line of road from Harlem Bridge to foot of Manhattan street, Hudson river, and foot of East One Hundred and Twenty-fifth street.	2.75 miles.

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	5 cents.
For way passengers	5 "
<hr/>	
The average time consumed by passenger cars in passing over the road	20 minutes.
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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From Third Avenue Railroad Company, for lease of tracks	\$15,000 00
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PAYMENTS OTHER THAN FOR CONSTRUCTION.

For dividends on stock (amount and rate per cent, 10 per cent)....	\$15,000 00
<hr/>	

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM REMSEN	New York City.
ROBERT SQUIRES	New York City.
HENRY HART	New York City.
SYLVESTER R. COMSTOCK	New York City.
CHARLES S. ARTHUR	New York City.
SYLVANUS S. RICKER	New York City.
PHOENIX REMSEN	New York City.

WILLIAM REMSEN..... President.

HENRY HART..... Vice-President.

CHARLES S. ARTHUR..... Treasurer and Secretary.

GEORGE W. FIELD..... Engineer and Superintendent.

Communications intended for this company should be addressed, CHARLES S. ARTHUR, Secretary, No. 1125 Third avenue, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

WILLIAM REMSEN, *President.*G. W. FIELD, *Engineer and Supt.*

(No. 59.)

PROSPECT PARK AND CLARKSON STREET.

STATE OF NEW YORK, }
Kings County, } ss.:

FRANK CROOKE, President, and E. B. LITCHFIELD, acting Superintendent of operations of the Prospect Park and Clarkson Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

FRANK CROOKE,

E. B. LITCHFIELD.

Subscribed and sworn to before me, }
 this 10th day of January, 1879. }

W. HARVEY RAYNOR,

Notary Public, Kings County.

STOCK AND DEBTS.	
Capital stock, as by charter	\$25,000 00
Amount of stock subscribed	2,450 00
Total amount now paid in of capital stock.	100 00

CHARACTERISTICS OF ROAD.	
Length of main line of road from Prospect Park to Clarkson street..	1 mile.

Organization made, but nothing done towards constructing road. Surveys made and leases taken of land for right of way.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

FRANK CROOKE	Flatbush.
ELECTEN B. LITCHFIELD	Brooklyn.
GEO. A. ALLIN	Brooklyn.
CHAS. T. LITCHFIELD	Brooklyn.
EDW'D BARR	Brooklyn.
TH. E. SLOAN	Brooklyn.
JOSEPH M. HURLEUT	Brooklyn.
JAS. VAN BUREN	New York.
TH. F. SHARPE	New York.
JOHN L. LOGAN	New York.
E. BARTLETT	New York.
R. W. ROBERTS	New York.
N. T. M. MELISS	New York.

FRANK CROOKE	President.
JAS. VAN BUREN*	Treasurer.
TH. F. SHARPE	Secretary.
CHAS. CROOKE	Engineer.
E. B. LITCHFIELD	Manager.

Communications intended for this company should be addressed, FRANK CROOKE, No. 346 Fulton street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) FRANK CROOKE, *President.*
E. B. LITCHFIELD, *Manager.*

* Deceased.

(No. 60.)

PROSPECT PARK AND CONEY ISLAND.

STATE OF NEW YORK, } ss.:
Kings County,

ANDREW R. CULVER, President, RICHARD SCHERMERHORN, Engineer and Superintendent of Coney Island Division, and ROBERT H. ATTLESEY, Superintendent of Brooklyn Division of the Prospect Park and Coney Island Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ANDREW R. CULVER,
 R. SCHERMERHORN,
 R. H. ATTLESEY.

Subscribed and sworn to before me, }
 this 30th day of November, 1878. }

LYSANDER STACEY,
Notary Public, Kings County.

STOCK AND DEBTS.

Capital stock, as by charter	\$500,000 00
Amount of stock subscribed	500,000 00
Amount paid in, as by last report.	500,000 00
Total amount now paid in of capital stock.	500,000 00
Funded debt, as by last report.	500,000 00
Total amount now of funded debt.	500,000 00
Floating debt, as by last report.	43,904 18
The amount now of floating debt.	30,329 78
Total amount now of funded and floating debt.	530,329 78
Average rate, per annum, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$136,752 41	\$163,348 72
For land, buildings and fixtures, including land damages	862,684 72	878,435 92
For locomotives, cars, horses, and harness	75,514 55	80,526 97
For cars, snow plows, etc.	89,454 01	90,922 01
Total cost of road and equipment.	\$1,164,405 69	\$1,213,233 62

CHARACTERISTICS OF ROAD.

Length of road	16.06 miles.
Length of road laid	10.35 "
Length of double track, including sidings	9.22 "
Weight of rail, per yard	45 and 50 lbs.
Number of steam passenger cars.	25
Number of horse passenger cars.	59
Number of freight cars.	5

Number of horses.....	214
Number of locomotives.....	5
Length of main line of road from Fulton ferry to Coney Island.....	10.35 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	3,271,128
Number of tons, of 2,000 pounds, of freight carried in cars.....	3,315

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers on steam road.....	15 cents.
For way passengers on steam road.....	3 c. per mile.
For way passengers on horse car line.....	5 cents.
For way passengers on horse car line, for children.....	3 cents.

THE AVERAGE TIME CONSUMED BY CARS IN PASSING OVER THE ROAD.

Horse car road.....	52 minutes.
Steam car road.....	15 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$17,709 49
Taxes on real estate.....	2,435 46
Total cost of maintaining road and real estate.....	\$20,144 95

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$4,500 00
Officers, clerks, agents, and office expenses.....	11,894 28
Conductors, drivers, and engineers.....	39,763 83
Watchmen, starters, switchmen, roadmen, etc.....	22,333 68
Repairs of locomotives and cars.....	6,912 28
Repairs of cars.....	1,818 45
Repairs of harness, including material and labor.....	1,898 32
Horseshoeing, including material and labor.....	3,552 60
Horses and mules.....	1,377 00
Stable expenses.....	7,713 03
Feed, grain, hay, etc., including expense of grinding.....	17,732 72
Fuel, gas, and lights.....	7,199 62
Oil and waste.....	2,393 26
Water tax.....	405 60
Damages to persons and property, including medical attendance.....	2,358 37
Law expenses.....	2,240 03
Rents, including use of other roads, ferries, etc.....	3,217 46
Insurance.....	1,919 44
Advertising and printing.....	7,051 07
Contingencies.....	12,764 38
Total expense of operating road, and repairs.....	\$158,045 52

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$229,325 03
From freight.....	1,160 44
Manure and sale of bale sticks and oil barrels.....	1,052 67
Rents.....	654 00
Total receipts.....	\$232,192 14

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$178,190 47
For interest.....	37,837 81
Total payments during the year.....	\$216,027 78

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
March 13.....	1	....	1
May 11.....	1	....	....	....	....	....	1
May 17.....	1	....	....	....	1	....
May 29.....	5	2	....	....	5	2
Totals.....	1	6	2	....	1	6	4

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

March 13. Walter E. Jackson threw himself in front of the 6.20 P. M. train from Coney Island, near Church lane, and received a severe scalp wound.

May 11. Jeremiah Byrnes jumped off the 5.20 P. M. train from Coney Island, after it had started from Prospect Park Fair Ground station, and had one leg broken.

May 17. Francis Bahr, switchman, missed his footing in attempting to get on an engine in motion in Brooklyn yard, and had one leg run over, and died from injuries.

May 29. The night gravel train was thrown off the track at Franklin avenue crossing, by obstructions placed on the track by unknown persons; George Primrose, conductor, William Craft, brakeman, John Clear, George Ellis, and John Geoghegan, laborers, were killed; Patrick Cook and Thomas Tierney, laborers, received slight injuries.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

ANDREW R. CULVER	Brooklyn.
ALLAN C. WASHINGTON	Brooklyn.
FRANK C. NIEBUHR	Brooklyn.
WILLIAM A. SALE	Brooklyn.
THEO. B. MOORE	New York.
SIDNEY WEBSTER	New York.
NORMAN ANDREWS	Brooklyn.
JAMES F. PIERCE	Brooklyn.
EZRA B. TUTTLE	Brooklyn.
PHILIP S. CROOKE	Flatbush, L. I.
JOHN J. HICKS	Woodside, L. I.
ISAAC N. DEVOE	New York.
WILLIAM T. REILLY	New York.

ANDREW R. CULVER..... President.

ALLAN C. WASHINGTON..... Treasurer.

GEO. H. SMITH..... Secretary.

RICHARD SCHERMERHORN..... { Engineer and Superintendent
Coney Island Division.

ROBERT H. ATTLESBY..... { Superintendent Brooklyn
Division.

PROSPECT PARK AND FLATBUSH

Communications intended for this company should be addressed, Prospect Park and Coney Island Railroad Company, Ninth avenue and Twentieth street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) ANDREW R. CULVER, *President.*
 R. SCHERMERHORN,
Engineer and Supt. Coney Island Div.
 R. H. ATTLESEY,
Superintendent Brooklyn Division.

(No. 61.)

PROSPECT PARK AND FLATBUSH.

STATE OF NEW YORK, } ss.:
 Kings County, }

LOFTUS WOOD, President of the Prospect Park and Flatbush Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) LOFTUS WOOD.

Subscribed and sworn to before me, }
 this 26th day of November, 1878. }

JOHN L. NOSTRAND,
Notary Public, Kings County, N. Y.

STOCK AND DEBTS.

Capital stock	\$50,000 00
Amount of stock subscribed	27,000 00
Amount paid in, as by last report	200 00
Total amount now paid in of capital stock	200 00

CHARACTERISTIC OF ROAD.

Length of road	1½ miles.
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DOINGS OF THE YEAR IN TRANSPORTATION.

Nothing done.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

PHILIP S. CROOKER.....	Flatbush.
LOFTUS WOOD.....	Brooklyn.
GEORGE C. BENNETT.....	Brooklyn.
WALTER G. HOWEY.....	Brooklyn.
WILLIAM VILLALY.....	Brooklyn.
SAMUEL PARKHILL.....	Brooklyn.
LOFTUS W. O. BERRY.....	Brooklyn.
ANDREW MCGURCK.....	Brooklyn.
ADRIAN N. SUYDAM.....	Brooklyn.
DANIEL S. NORTROP.....	Brooklyn.
OWEN HOPKINS.....	Brooklyn.
GEORGE SMITH.....	Brooklyn.
M. SUTPHEN.....	Brooklyn.

LOFTUS WOOD..... President.

PHILIP S. CROOKER..... Secretary.

Communications intended for this company should be addressed, PHILIP S. CROOKER, No. 346 Fulton street, Brooklyn, Kings county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct."

(Signed) LOFTUS WOOD, *President.*

(No. 52.)

ROCHESTER CITY AND BRIGHTON.

STATE OF NEW YORK, }
Monroe County, } ss. :

C. B. WOODWORTH, Treasurer, and THOMAS J. BROWER, acting Superintendent of operations of the Rochester City and Brighton Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) C. B. WOODWORTH,
T. J. BROWER.

Subscribed and sworn to before me, }
this 18th day of November, 1878. }

JOHN ALEXANDER,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter	\$105,000 00
Amount of stock subscribed	105,000 00
Amount paid in, as by last report	105,000 00
Total amount now paid in of capital stock	105,000 00
Funded debt, as by last report	175,000 00
Total amount now of funded debt	175,000 00
Floating debt, as by last report	9,500 00
The amount now of floating debt	13,500 00
Total amount now of funded and floating debt	188,500 00
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$152,417 78	\$167,836 01
For land, buildings and fixtures, including land		
damages	60,873 75	60,873 75
For dummy cars, horses, mules, and harness ...	28,130 00	28,130 00
For cars and sleighs	38,471 80	41,771 80
Total cost of road and equipment	\$279,893 33	\$298,611 56

CHARACTERISTICS OF ROAD.

Length of road	12.50 miles.
Length of road laid	12.50 "
Length of double track, including sidings	6.50 "
Weight of rail, per yard	25 to 45 lbs.
Number of passenger cars	53
Number of horses and mules	178
Length of main line of road*	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	2,257,209
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers (11 tickets for 50 cents)	5 cents.
Children five to twelve years of age (nine tickets for 25 cents)	3 "

The average time consumed by passenger cars in passing over the road	5 miles an hour.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$4,684 13
Taxes on real estate	1,236 27
Total cost of maintaining road and real estate	\$5,920 40

* This company operates seven different lines, all but two of which radiate from the corner of State, Exchange, and West Main streets. The other two are now consolidated, and cars run through on both roads.

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$1,800 00
Officers, clerks, agents, and office expenses	2,112 00
Conductors, drivers, and engineers on dummy cars	23,776 46
Watchmen, starters, switchmen, roadmen, etc.	2,418 00
Repairs of cars and sleighs.	3,580 37
Repairs of harness, including material and labor	521 95
Horseshoeing, including material and labor	2,472 21
Horses and mules	3,394 56
Stable expenses	6,916 00
Feed, grain, hay, etc., including expense of grinding	14,131 30
Fuel, gas, and lights.	371 00
Oil and waste	148 79
Water tax.	114 25
Damages to persons and property, including medical attendance	1,829 75
Law expenses	911 10
Rents, including use of other roads, ferries, etc.	1,200 00
Insurance	634 00
Advertising and printing.	50 25
Straw	858 25
Contingencies	1,928 28
Total expense of operating road, and repairs	<u>\$69,168 52</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.		
From passengers		\$112,860 44
Manure	\$755 91	
Rents.	755 04	
Advertising	185 21	
Drivers' guaranties	520 00	
Loans.	5,000 00	
		<u>7,216 16</u>
Total receipts		<u>\$120,076 60</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$75,088 93
For interest.	12,174 32
For dividends on stock—amount and rate per cent.	10,500 00
Other payments	6,250 00
Total payments during the year	<u>\$104,013 24</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
February 19.	1	....	1
March 1.	1	....	1	....
July 9.	1	....	1
Total	1	2	1	2

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

February 19. Mrs. John McArney, while driving past a car on North St. Paul street and Ward street, in a sleigh, was tipped over against the car and injured somewhat; nothing serious, and no blame attached to the driver of the car.

March 1. John Buckley, No. 31 Frank street, a cripple, while crossing State street near Factory street, in front of a car, was knocked down and severely cut about his head; he afterwards died from the effects of his injuries.

July 9. A child, two years of age, son of P. Meagher, was run over by a car near the corner of Ward and North St. Paul streets and one of his legs broken; no blame attached to the driver.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

GEORGE ELLWANGER.....	Rochester, N. Y.
C. B. WOODWORTH.....	Rochester, N. Y.
PATRICK BARRY.....	Rochester, N. Y.
JAMES M. WHITNEY.....	Rochester, N. Y.
C. C. WOODWORTH.....	Rochester, N. Y.
WM. C. BARRY.....	Rochester, N. Y.
G. H. ELLWANGER.....	Rochester, N. Y.
H. B. ELLWANGER.....	Rochester, N. Y.
WM. G. WATSON.....	Rochester, N. Y.
CHAS. P. BARRY.....	Rochester, N. Y.
CHAS. F. POND.....	Rochester, N. Y.
JOHN H. BARRY.....	Rochester, N. Y.
CHAS. S. BAKER.....	Rochester, N. Y.

PATRICK BARRY..... President.

C. B. WOODWORTH..... Secretary and Treasurer.

THOS. J. BROWER..... Superintendent.

Communications intended for this company should be addressed, Rochester, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) C. B. WOODWORTH, *Treasurer.*
T. J. BROWER, *Superintendent.*

(No. 63.)

ROCHESTER AND IRONDEQUOIT.

STATE OF NEW YORK, }
Monroe County, } ss.:

R. H. MILLER, President, and GEO. H. NEWELL, Treasurer of the Rochester and Irondequoit Railroad Company, being severally sworn, each for himself deposes and

says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) R. H. MILLER,
GEO. H. NEWELL.

Subscribed and sworn to before me, }
this 29th day of January, 1879. }

C. A. RUNYAN, *Commissioner of Deeds.*
H. S. BREWER, *Commissioner of Deeds.*

STOCK AND DEBTS.

Capital stock, as by charter	\$25,000 00
Amount of stock subscribed	2,500 00
Total amount now paid in of capital stock	<u>250 00</u>

This company has done nothing, because the common council, after repeated delays and postponements, refused to open an avenue which the company considered essential to the success of the road.

CHARACTERISTICS OF ROAD.

Length of main line of road from East Main street, Rochester, to Irondequoit	<u>2.5 miles.</u>
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

S. STETTHEIMER	Rochester, N. Y.
R. D. COLE	Irondequoit, N. Y.
P. C. REYNOLDS	Rochester, N. Y.
BENJAMIN F. SIMPSON	Irondequoit, N. Y.
JOHN STEWART	Rochester, N. Y.
GEORGE H. NEWELL	Rochester, N. Y.
WILLIAM EMERSON	Rochester, N. Y.
R. H. MILLER	Rochester, N. Y.
J. C. TONE	Rochester, N. Y.
THOMAS LYNN	Rochester, N. Y.
C. A. RUNYAN	Rochester, N. Y.
T. A. SUMMERS	Rochester, N. Y.
H. S. BREWER	Rochester, N. Y.

R. H. MILLER	President, Rochester, N. Y.
GEORGE H. NEWELL	Treasurer, Rochester, N. Y.
P. C. REYNOLDS	Secretary, Rochester, N. Y.

Communications intended for this company should be addressed, P. C. REYNOLDS, No. 38 Reynolds' Arcade, Rochester, Monroe county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) R. H. MILLER, *President.*
P. C. REYNOLDS, *Secretary.*

(No. 64.)

SECOND AVENUE.

STATE OF NEW YORK, }
New York County, } ss.:

WILLIAM S. THORN, President, and G. W. GRIFFITH, Treasurer of the Second Avenue Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WILLIAM S. THORN,
 G. W. GRIFFITH.

Subscribed and sworn to before me, }
 this 30th day of November, 1878. }

SAMUEL B. HAMBURGER,
Notary Public, New York City and County.

STOCK AND DEBTS.

Capital stock, as by charter	\$2,500,000 00
Amount of stock subscribed	1,199,500 00
Amount paid in, as by last report	1,199,500 00
Total amount now paid in of capital stock	1,199,500 00
Funded debt, as by last report	1,322,000 00
Total amount now of funded debt	1,322,000 00
Floating debt, as by last report.	20,000 00
The amount now of floating debt *	371,000 00
Total amount now of funded and floating debt.	1,693,000 00
Average rate, per annum, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$1,846,159 55	\$1,846,359 55
For land, buildings and fixtures, including land		
damages	699,679 07	844,058 33
For horses, harness, wagons, etc.	160,919 81	116,616 20
For cars.	114,530 66	92,800 00
Total cost of road and equipment.	\$2,821,289 09	\$2,899,834 08

CHARACTERISTICS OF ROAD.

Length of road	10 miles.
Length of road laid	10 "
Length of double track, including sidings	11 "

* Includes \$180,000 mortgages on real estate.

RAILROAD REPORT.

797

Weight of rail, per yard.....	60 pounds.
Number of passenger cars.....	167
Number of horses and mules.....	1,197
Length of main line of road from Peck slip to Harlem river.....	8 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	16,062,560
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	6 cents.
For way passengers.....	5 "

The average time consumed by passenger cars in passing over the road.....	1 h. 20 min.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$23,667 32
Taxes on real estate.....	14,677 08
Total cost of maintaining road and real estate.....	\$38,344 40

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence, officers, clerks, agents, and office expenses,	\$23,327 82
Conductors, drivers, and engineers on dummy cars.....	167,535 92
Watchmen, starters, switchmen, roadmen, etc.....	25,843 72
Discount on silver.....	2,888 71
Repairs of cars and sleighs.....	25,569 83
Repairs of harness, including material and labor.....	4,749 98
Horseshoeing, including material and labor.....	16,593 25
Horses.....	42,000 00
Stable expenses.....	46,542 18
Feed, grain, hay, etc., including expense of grinding.....	108,758 95
Fuel, gas, and lights.....	4,882 53
Oil and waste.....	980 10
Water tax.....	1,500 00
Damages to persons and property, including medical attendance....	10,927 42
Law expenses.....	5,008 85
Rents, including use of other roads, ferries, etc.....	273 30
Insurance.....	2,635 50
Advertising and printing*.....	
Punch expenses.....	3,543 53
Contingencies.....	9,234 48
Total expense of operating road, and repairs.....	\$502,296 07

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$803,128 04
Manure.....	\$3,621 40
Rent of car panels.....	1,200 00
	4,821 40
Total receipts.....	\$807,949 44

*Included in office expenses.

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$540,640 47
For interest.....	117,825 64
For dividends on stock—amount and rate per cent, 6 per cent....	72,000 00
Total payments during the year	<u>\$730,466 11</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 8.....	1	....	....	....	....	....	1
November 5.....	1	....	1	....
November 17.....	1	....	1	....
December 17.....	1	....	1
1878.								
March 24.....	2	....	....	....	....	....	2
April 12.....	1	....	1	....
July 18.....	1	....	1	....
August 7.....	1	....	1	....
Totals.....	3	....	....	5	1	5	4

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1877.

October 8. Man tried to get on front platform of car at Nineteenth street and Second avenue, slipped and fell on the step of the car; was slightly injured; he was under the influence of liquor at the time.

November 5. An intoxicated man attempted to cross the track before one of our cars, was knocked down by the horses and severely injured, from which he died the following day in the hospital.

November 17. Boy ran across Forsyth street, near Rivington, and his little sister, three years old, attempted to follow and fell in front of the horses; the driver broke up immediately, but not before the car passed over her leg, which resulted in her death.

December 17. At Bayard street and Bowery a boy ran across the street between one of our cars and a Third avenue car—he had to stoop to get his head under the horses—fell, and wheel passed over his leg.

1878.

March 24. Between One Hundred and Fourteenth and One Hundred and Fifteenth streets and Second avenue a man and woman jumped off the car before it stopped; both fell and were slightly injured.

April 12. Child ran across Forsyth street, in front of car, fell, and was run over; died next day.

July 18. A little child ran across Oliver street, in front of horses, fell, and was run over; afterwards died from injuries received.

August 7. In Oliver street, near Oak street, a little girl, two years old, fell from the sidewalk and under the rear wheel of the car, which passed over her leg and arm, from which injuries she died the same day.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

SOLOMON MEHRBACH.....	New York.
WALDO HUTCHINS.....	New York.
WILLIAM S. THORN.....	New York.
THOMAS J. MCCAILL.....	New York.
JOSEPH RICHARDSON.....	New York.
ADOLPHUS HAMILTON.....	Poughkeepsie, N. Y.
MOSES MEHRBACH.....	New York.
JEROME B. FELLOWS.....	New York.
JAMES EVERARD.....	New York.
DAVID JONES.....	New York.
PETER SCHNEIDER.....	New York.
JOHN L. HUMFREVILLE.....	New York.
SAMUEL WILLETS.....	New York.

WILLIAM S. THORN..... President, New York.

G. W. GRIFFITH..... Treasurer, New York.

Communications intended for this company should be addressed, Second avenue, corner of Ninety-sixth street.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) WM. S. THORN, *President.*
G. W. GRIFFITH, *Treasurer.*

(No. 65.)

SIXTH AVENUE.

STATE OF NEW YORK, }
New York City and County, } ss.:

HENRY S. MOORE, Treasurer, and JOSEPH B. BIDGOOD, acting Superintendent of operations of the Sixth Avenue Railroad Company, being severally sworn, each for himself, deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) HENRY S. MOORE,
JOSEPH B. BIDGOOD.

Subscribed and sworn to before me, }
this 30th day of November, 1878. }

A. P. SMITH,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$750,000 00
Amount of stock subscribed	750,000 00
Amount paid in, as by last report	750,000 00
Total amount now paid in of capital stock	750,000 00
Funded debt, as by last report	416,000 00
Total amount now of funded debt	416,000 00
Floating debt, as by last report	725,000 00
The amount now of floating debt	550,000 00
Total amount now of funded and floating debt	966,000 00
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For land, buildings and fixtures, including land damages	\$906,033 42	\$915,519 41
For horses and harness	879,995 28	882,051 62
For cars	206,175 00	193,815 00
	108,000 00	148,765 00
Total cost of road and equipment	\$2,100,203 70	\$2,140,151 03

CHARACTERISTICS OF ROAD.

Length of road	4 miles.
Length of road laid	4 "
Length of double track, including sidings	4.375 "
Weight of rail, per yard	60 pounds.
Number of passenger cars	114
Number of horses	1,191
Length of main line of road from Fifty-ninth street to Vesey, and Canal and Broadway	4 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	16,415,732
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For passengers	5 cents
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The average time consumed by passenger cars in passing over the road	10 minutes to a mile.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures	\$11,542 33
Taxes on real estate	15,300 87
Total cost of maintaining road and real estate	\$26,843 20

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$2,371 30
Officers, clerks, agents, and office expenses	25,032 98
Conductors and drivers	167,589 92
Watchmen, starters, switchmen, roadmen, etc.	34,371 66
Repairs of cars, and new cars	59,826 03
Repairs of harness, including material and labor	4,091 00
Horseshoeing, including material and labor	23,440 35

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Horses	\$21,950 00
Stable expenses	74,509 67
Feed, grain, hay, etc., including expense of grinding.....	125,486 65
Fuel, gas, and lights.....	5,098 15
Oil and waste	253 40
Water tax.....	1,405 35
Damages to persons and property, including medical attendance....	4,738 13
Law expenses	11,824 66
Rents, including use of other roads, ferries, etc.....	4,000 00
Insurance	3,589 00
Car licenses.....	4,000 00
Advertising and printing.....	939 64
Contingencies	2,002 50
Total expense of operating road, and repairs	\$576,520 39

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.		
From passengers.....		\$820,786 65
Horses	\$12,482 50	
Rent.....	500 00	
Advertising	1,350 00	
Manure	4,102 30	
Old iron, etc.....	1,884 06	
Car	700 00	
Sundries.....	6,519 29	
		27,538 15
Total receipts		\$848,324 80

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$603,363 59
For interest	29,120 00
Reduction of floating debt.....	150,000 00
Total payments during the year	\$782,483 59

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
November 26.....	1	....	1
December 17.....	1	....	1
December 22.....	1	....	1
1878.								
January 9.....	1	....	1
February 1.....	1	....	....	....	....	....	1
February 26.....	1	....	1	....
April 16.....	1	....	1
April 23.....	1	....	1
May 1.....	1	....	1
May 12.....	1	....	....	....	....	....	1
May 25.....	1	....	....	....	....	....	1
May 28.....	2	....	2
June 4.....	1	....	1
June 29.....	1	....	....	....	....	....	1
September 17.....	1	....	....	....	....	....	1
Total.....	5	....	....	1	10	1	15

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

November 26. P. Golden, while at work at an excavation near the up track, claimed he was hit and knocked down by a car, and bruised about the hip and shoulder.

December 17. As car No. 72 was going down at Thirty-seventh street, the horses became frightened at steam escaping from an engine used to erect the elevated structure, and got mixed up, one of the horses falling on a laborer by name of John Gillespie, and broke one of his legs.

December 22. As car No. 17 was going down at Fifty-fourth street, a little girl named Julia Brinck ran under the horses and fell down; one of the horses stepped on one of her feet, and bruised it so that one of the toes was amputated.

1878.

January 9. As car No. 46 was coming up town, when at Thirty-seventh street, William Quinn ran in front of the horses and got knocked down, and one of his fingers was bruised.

February 1. Henry A. Strube stepped off car No. 15, coming up at Eighteenth street, and fell down, spraining one of his wrists.

February 26. As car No. 59 was going down, when in Carmine near Bleecker street, several small boys were stealing a ride on the rear end of a one-horse car going up, and on being frightened off by an officer, they ran away; one of them by name of J. Kreuger ran under the horses of car No. 59, and received injuries from which he afterwards died; coroner's jury rendered a verdict of accidental death.

April 16. Philip Winkle, a boy who was stealing a ride on a one-horse car going up, when between Twenty-first and Twenty-second streets, jumped off and ran in front of the horses of car No. 38, going down, and was knocked down, bruising his left hand so that one of the fingers was amputated.

April 23. Henry O'Neil, a small boy, while stealing a ride on the rear end of car No. 205, while in Varick street, between Grand and Watts streets, fell off, bruising one of his feet.

May 1. Thomas Fitzpatrick, while riding one horse and leading another alongside car No. 27, going up, when near Forty-seventh street his horses became frightened, and came into collision with the side of the car, whereby one of his legs and hand were bruised.

May 12. As car No. 24 was coming up, when at Thirty-fifth street, Mr. Elisha DeWolf stepped off while it was in motion, and fell, breaking one of his legs.

May 25. As car No. 102 was going down at Fourth street, Michael Carvery stepped off while it was in motion, and fell down, cutting his head.

May 28. As car No. 95 was going down, when at Thirty-fourth street, a train of cars on the Metropolitan Elevated Railroad overhead frightened the horses so they got away and ran against a wagon containing Dr. P. L. Bennett and Mr. W. Hawhurst, upsetting the wagon, and slightly bruising both gentlemen.

June 4. As car No. 77 was going down, when at Bleecker street, Mrs. Caroline Curtiss attempted to cross the track, and walked directly against one of the horses and fell down under them, getting her face bruised.

June 29. As car No. 11 was going down, when near Washington place, Henry M. Smith attempted to get on while the car was in motion, and fell down, bruising one of his knees, etc.

September 17. As car No. 86 was coming up, when at Washington place, Eugene Haggerty stepped off while the car was in motion, and fell down, slightly bruising himself.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

THERON R. BUTLER.....	433 Fifth avenue.
RICHARD MORTIMER.....	20 East Twenty-third street.
GORDON W. BURNHAM.....	128 Fifth avenue.
FRED. DE PEYSTER.....	76 University Place.
JONATHAN THORNE.....	524 Fifth avenue.
HENRY DEMAREST.....	38 West Thirty-third street.
EDWARD MINTURN.....	334 Fifth avenue.
ABRAM R. VAN NEST.....	53 West Thirty-fourth street.
ROBERT T. WOODWARD.....	6 Gramercy Park.
WILLIAM Y. MORTIMER.....	45 West Thirty-fourth street.
ALBERT W. GREENE.....	87 Leonard street.
WILLIAM BRYCE.....	29 Chambers street.
STEPHEN WRAY.....	746 Fifth avenue.

THERON R. BUTLER.....	President.
HENRY S. MOORE.....	Treasurer and Secretary.
JOSEPH B. BIDGOOD.....	Superintendent.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) HENRY S. MOORE, *Treasurer.*
JOSEPH B. BIDGOOD, *Superintendent.*

(No. 66.)

SOUTH BROOKLYN CENTRAL.

STATE OF NEW YORK, } ss.:
New York County,

JOHN CUNNINGHAM, President and acting Superintendent of operations of the South Brooklyn Central Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN CUNNINGHAM.

Subscribed and sworn to before me, }
on this 2d day of December, 1878. }

JAMES W. HALE, J
Notary Public.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$125,000 00
Amount of stock subscribed.....	125,000 00
Amount paid in, as by last report.....	125,000 00
Total amount now paid in of capital stock.....	125,000 00

Funded debt, as by last report.....	\$125,000 00
Total amount now of funded debt.....	125,000 00
The amount now of floating debt.....	13,918 63
Total amount now of funded and floating debt.....	138,918 63
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron } For land, buildings and fixtures, including land } damages } For dummy cars, horses, mules, and harness, } For cars and sleighs }	\$250,000 00	\$9,069 56 759 82 4,140 00 251,961 26
Total cost of road and equipment.....	\$250,000 00	\$265,930 64

CHARACTERISTICS OF ROAD.

Length of road.....	7 miles.
Length of road laid.....	4.50 "
Length of double track, including sidings.....	4 "
Weight of rail, per yard.....	36 pounds.
Number of passenger cars.....	23
Number of horses and mules.....	105
Length of main line of road from Hamilton ferry to city line at East New York.....	7½ miles.
Also branch of road not in operation to Wall street ferry.....	2 "

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	1,034,237
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents
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The average time consumed by passenger cars in passing over the road.....	45 minutes.
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EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Total expense of operating road, and repairs.....	\$38,642 76
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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$51,711 87
Manure.....	\$283 50
Horses.....	180 00
Salt, etc.....	21 82
	485 32
Total receipts.....	\$52,197 19

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$38,642 76
For interest.	8,750 00
Total payments during the year	<u>\$47,392 76</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN CUNNINGHAM.....	Brooklyn.
RUSSELL W. ADAMS.....	Brooklyn.
FRANK P. ADAMS.....	Brooklyn.
CHARLES E. ROGERS.....	Brooklyn.
ASA L. ROGERS.....	Brooklyn.
CHARLES PETERS.....	Brooklyn.
EBEN D. NEWMAN.....	Brooklyn.
WILLIAM KELLY.....	Brooklyn.
EDWARD J. PETERS.....	Brooklyn.
WILLIAM R. ADAMS.....	Brooklyn.
CONRAD A. TEN EYCK.....	Brooklyn.
JOHN J. HARDY.....	Brooklyn.
CONRAD A. TEN EYCK, Jr.....	Brooklyn.

JOHN CUNNINGHAM.....	President.
RUSSELL W. ADAMS.....	Treasurer.
CHARLES E. ROGERS.....	Secretary.
JOHN CUNNINGHAM.....	Superintendent.

Communications intended for this company should be addressed, CHARLES E. ROGERS, Secretary, No. 112 Wall street, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN CUNNINGHAM, *President.*

(No. 67.)

SOUTH FERRY.

STATE OF NEW YORK, }
City and County of New York, } ss.:

MATTHEW KANE, President, and HUGH McCUTCHEON, acting Superintendent of operations of the South Ferry Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) MATTHEW KANE,
H. McCUTCHEON.

Subscribed and sworn to before me, }
this 29th day of November, 1878. }

S. H. GRANT,
Notary Public, New York City and County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$150,000 00
Amount of stock subscribed.....	150,000 00
Amount paid in, as by last report.....	150,000 00
Total amount now paid in of capital stock.....	150,000 00
Funded debt, as by last report.....	160,000 00
Total amount now of funded debt.....	160,000 00
The amount now of floating debt.....	6,049 57
Total amount now of funded and floating debt.....	166,049 57

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$253,477 60	\$253,477 60
For land, buildings and fixtures, including land damages.....	4,600 00	4,600 00
For dummy cars, horses, mules, and harness...	11,892 99	11,892 99
For cars and sleighs.....	12,790 97	12,790 97
Total cost of road and equipment.....	\$282,761 56	\$282,761 56

CHARACTERISTICS OF ROAD.

Length of road.....	.85 miles.
Length of road laid.....	.85 "
Length of double track, including sidings.....	.90 "
Weight of rail, per yard.....	60 pounds.
Number of passenger cars.....	13
Number of freight cars.....	1
Number of horses and mules.....	56
Length of main line of road from Vesey street to South ferry.....	.85 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	956,748
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
The average time consumed by passenger cars in passing over the road.....	11 minutes.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$868 61
Taxes on real estate.....	1,748 35
Total cost of maintaining road and real estate.....	\$2,616 96

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence, officers, clerks, agents, and office expenses,	\$3,106 73
Conductors, drivers, and engineers on dummy cars.....	7,300 22
Watchmen, starters, switchmen, roadmen, etc.....	4,802 86
Repairs of cars and sleighs.....	1,415 04

Repairs of harness, including material and labor	\$296 82
Horseshoeing, including material and labor	1,153 00
Horses and mules	1,701 50
Stable expenses	429 49
Feed, grain, hay, etc., including expense of grinding	4,959 51
Fuel, gas, and lights	239 06
Oil and waste	69 46
Water tax	145 60
Rents, including use of other roads, ferries, etc	3,025 00
Insurance	320 00
Advertising and printing	161 12
Contingencies	230 43
Total expense of operating road, and repairs	<u>\$29,354 78</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$47,837 41
Sale of manure	\$180 00
Advertising in cars	12 50
Total receipts	<u>\$48,029 91</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$31,971 74
For interest	11,240 00
Total payments during the year	<u>\$43,171 74</u>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 2	1	....	1
August 31	1	....	....	....	....	....	1
September 7	1	....	....	....	....	....	1
September 24	1	....	1
Totals	2	....	....	....	2	....	4

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

April 2. Car No. 3, on up trip, 12.30 a. ; child named Brockhaven, three years of age, ran from behind one of the columns of the New York Elevated Railroad, at corner of Morris street, against the car ; fell, and was slightly injured.

August 31. Car No. 4, on down trip, 5.30 p. m., in Battery place, was run into by a truck, and a passenger named Walter Mansfield, who was sitting with his arm outside of the car window, was slightly injured.

September 7. Car No. 7, on turn-table at South ferry, about 3.30 p. m., in turning, struck and slightly injured Rosalie Bott.

September 24. Car No. 3, on up trip, 10.30 A. M., in Greenwich street, in front of No. 20; Thomas Meagher, in crossing the street, with case upon his shoulder, ran against the horse; fell, and was slightly injured.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

MATTHEW KANE	New York.
CHARLES JOHNSON	New York.
GEORGE ALGER	Brooklyn.
GEORGE SHEPHERD	New York.
GEORGE STARR	New York.
JOHN T. CONOVER	New York.
CHARLES E. JOHNSON	New York.
GEORGE W. SHEPHERD	New York.
HUGH McCUTCHEON	New York.
WILLIAM H. GEDNEY	New York.
CHARLES J. DAY, Jr.	New York.
FRANCIS S. GRAY	New York.
JOHN S. SUTPHEN	Jersey City.

MATTHEW KANE	President.
CHARLES JOHNSON	Treasurer.
GEORGE ALGER	Secretary.
HUGH McCUTCHEON	Superintendent.

Communications intended for this company should be addressed, South Ferry Railway Company, No. 20 Whitehall street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) MATTHEW KANE, *President.*
H. McCUTCHEON, *Superintendent.*

(No. 68.)

STATEN ISLAND SHORE.

STATE OF NEW YORK, } ss.:
New York County, }

EDWARD J. CUNNINGHAM, acting Superintendent of operations of the Staten Island Shore Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) EDWARD J. CUNNINGHAM.

Subscribed and sworn to before me, }
this 29th day of November, 1878. }

J. P. WILLIAMSON,

Notary Public, Kings Co.

(Certificate filed in N. Y. County.)

STOCK AND DEBTS.

The road was bought at sheriff's sale by Edward G. Brown, John Kean and James Moore, all of Elizabeth, Union county, N. J., and is now owned and operated by them. The price paid at sheriff's sale for the road and rolling stock was \$31,000.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron	\$31,000 00	\$31,000 00
For land, buildings and fixtures, including land damages		
For dummy cars, horses, mules, and harness..		
For cars and sleighs,		
Total cost of road and equipment.....	\$31,000 00	\$31,000 00

All of the above items were included in the original cost of the road and property when purchased at sheriff's sale.

CHARACTERISTICS OF ROAD.

Length of road	7.25 miles.
Length of road laid	7.25 "
Length of double track, including sidings. ....	.75 "
Weight of rail, per yard	25 pounds.
Number of passenger cars	13
Number of horses and mules.....	43
Length of main line of road from Fort Wadsworth to West New Brighton.....	7.25 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	226,725
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	10 cents.
For way passengers.....	5 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$1,028 35
Taxes on real estate.....	309 42
Total cost of maintaining road and real estate.....	\$1,337 77

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,000 00
Officers, clerks, agents, and office expenses.....	120 00
Conductors, drivers, and engineers on dummy cars.....	5,453 78
Repairs of cars and sleighs.....	500 23
Repairs of harness, including material and labor.....	406 03
Horseshoeing, including material and labor.....	670 30
Horses and mules.....	3,036 50
Stable expenses.....	2,041 42

Feed, grain, hay, etc., including expense of grinding.....	\$8,456 77
Fuel, gas, and lights.....	170 09
Rents, including use of other roads, ferries, etc.....	210 00
Insurance.....	150 29
Advertising and printing.....	11 50
Contingencies.....	15 00
Total expense of operating road, and repairs.....	<u>\$17,241 91</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$17,204 43
Sale of manure.....	\$235 25
Sale of horses.....	714 04
Rent of buildings.....	121 25
Total receipts.....	<u>1,070 54</u>
	<u>\$18,274 97</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs....	<u>\$18,579 68</u>
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OFFICERS.

E. J. CUNNINGHAM Superintendent, Tompkinsville, S. I.

Communications intended for this company should be addressed, E. J. CUNNINGHAM, Superintendent, Tompkinsville, Richmond county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

EDWARD J. CUNNINGHAM, *Superintendent.*

(No. 69.)

SYRACUSE AND GEDDES.

STATE OF NEW YORK, }
Onondaga County, } ss.:

R. A. BONTA, Secretary and Treasurer, and Wm. J. HART, acting Superintendent of operations of the Syracuse and Geddes Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) R. A. BONTA,
W. J. HART.

Subscribed and sworn to before me, }
this 19th day of November, 1878. }

H. A. PLEMB,
Notary Public, Onondaga County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$50,000 00
Amount of stock subscribed.....	50,000 00
Amount paid in, as by last report.....	25,000 00

RAILROAD REPORT.

811

Total amount now paid in of capital stock	\$25,000 00
Funded debt, as by last report.	25,000 00
Total amount now of funded debt.	25,000 00
Total amount now of funded and floating debt.	25,000 00
Average rate, per annum, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment	\$34,232 15	\$34,232 15

CHARACTERISTICS OF ROAD.

Length of road	2 miles.
Length of road laid	2 "
Length of double track, including sidings .....	.25 "
Weight of rail, per yard	35 and 40 lbs.
Number of passenger cars	6
Number of freight cars	2
Number of horses and mules	23
Length of main line of road from Geddes to Salina street, Syracuse,	2 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars about	250,000
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	5 and 6 cents.
For way passengers	3½ and 5 "

The average time consumed by passenger cars in passing over the road	20 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$750 00
Taxes on real estate	215 00
Total cost of maintaining road and real estate	\$965 00

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.	\$700 00
Officers, clerks, agents, and office expenses	260 00
Drivers on cars	1,332 00
Watchmen, switchmen, roadmen, etc.	96 00
Repairs of cars and sleighs	570 25
Repairs of harness, including material and labor.	125 15
Horseshoeing, including material and labor	511 10
Horses and mules	212 50
Stable expenses, labor	960 00
Feed, grain, hay, etc., including expense of grinding.	1,950 65
Fuel, gas, and lights.	178 00
Oil and waste	76 00
Law expenses	50 00
Rents, including use of other roads, ferries, etc.	240 00
Insurance	140 00
Advertising and printing	75 00
Contingencies	550 00
Total expense of operating road, and repairs	\$8,026 65

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers		\$12,899 89
Carrying U. S. mail	\$200 00	
W. J. Hart	50 00	
Old iron sold	24 00	
Sleigh sold	22 50	
Manure sold	50 00	
Car wheels	20 00	
Rent	100 00	
Horses sold	115 00	
		581 50
Total receipts		\$13,481 39

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$8,991 65
For interest	1,803 40
For dividends on stock—amount and rate per cent, 5 per cent ...	2,500 00
Improvements on park	453 60
Total payments during the year	\$13,748 91

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

R. NELSON GERE	Geddes.
GEORGE C. GERE	Geddes.
HARVEY STEWART	Geddes.
ISAAC R. PHARIS	Geddes.
CHARLES TALLMAN	Syracuse.
R. A. BONTA	Syracuse.
JOHN WHITE*	Syracuse.
G. J. WYNKOOP	Syracuse.
ROBERT MCCARTHY	Syracuse.
L. T. REDFIELD	Syracuse.
D. P. WOOD	Syracuse.
CHARLES ANDREW	Syracuse.
W. J. HART	Syracuse.

R. NELSON GERE	President, Geddes.
R. A. BONTA	Treasurer and Secretary, Syracuse.
W. J. HART	Superintendent, Syracuse.

Communications intended for this company should be addressed, W. J. HART, Superintendent, No. 1 Onondaga County Savings Bank building, Syracuse, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) R. A. BONTA, *Treasurer and Secretary.*
W. J. HART, *Superintendent.*

* Deceased.

(No. 70.)

SYRACUSE AND ONONDAGA.

STATE OF NEW YORK, }
Onondaga County, } ss.:

ANSON N. PALMER, Treasurer and Secretary, and HENRY THOMPSON, acting Superintendent of operations of the Syracuse and Onondaga Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ANSEN N. PALMER,
 HENRY THOMPSON.

Subscribed and sworn to before me, }
 this 26th day of November, 1878. }

GEO. F. HINE,
Notary Public, Onondaga Co., N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$70,000 00
Amount of stock subscribed	70,000 00
Amount paid in, as by last report.	37,000 00
Total amount now paid in of capital stock	37,000 00
Floating debt, as by last report.	4,000 00
The amount now of floating debt.	4,000 00
Total amount now of funded and floating debt	4,000 00
Average rate, per annum, of interest on funded debt.	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$26,900 00	\$26,900 00
For land, buildings and fixtures, including land	15,200 00	15,200 00
damages	3,122 34	3,408 90
For dummy cars, horses, mules, and harness ...	5,805 00	5,805 00
For cars and sleighs		
Total cost of road and equipment.....	\$51,027 34	\$51,313 90

CHARACTERISTICS OF ROAD.

Length of road	2.60 miles.
Length of road laid	2.60 "
Length of double track, including sidings	2.60 "
Weight of rail, per yard	28 pounds.
Number of passenger cars	6
Number of horses	16

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	323,428
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	5 cents.
For way passengers	3 "

The average time consumed by passenger cars in passing over the road	20 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$263 26
Taxes on real estate	394 48

Total cost of maintaining road and real estate	\$657 74
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EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$850 00
Officers, clerks, agents, and office expenses	158 60
Conductors, drivers, and engineers on dummy cars	1,926 04
Watchmen, starters, switchmen, roadmen, etc. }	
Repairs of cars and sleighs	453 68
Repairs of harness, including material and labor	146 39
Horseshoeing, including material and labor	489 85
Horses and mules	563 06
Stable expenses	960 00
Feed, grain, hay, etc., including expense of grinding	1,406 82
Fuel, gas, and lights	113 32
Damages to persons and property, including medical attendance	75 00
Law expenses	18 00
Insurance	161 25
Advertising and printing	45 93
Contingencies	669 51

Total expense of operating road, and repairs	\$8,037 45
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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$12,937 18
House rent	\$137 00
Rent, Brighton road	250 00
Advertising	9 38
Manure	150 00
Horses	276 50
	822 88

Total receipts	\$13,760 06
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PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$8,695 19
For interest	279 87
For dividends on stock—amount and rate per cent.	4,550 00

Total payments during the year	\$13,525 06
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

CHARLES TALLMAN.....	Syracuse, N. Y.
JACOB CROUSE.....	Syracuse, N. Y.
JUSTUS NEWELL.....	Syracuse, N. Y.
CHAS. FRANCHOT.....	Syracuse, N. Y.
MATTHIAS BRITTON.....	Syracuse, N. Y.
A. N. PALMER.....	Syracuse, N. Y.
HARMON W. VAN BUREN.....	Syracuse, N. Y.
DANIEL PRATT.....	Syracuse, N. Y.
CHARLES P. CLARK.....	Syracuse, N. Y.
PETER BURNS.....	Syracuse, N. Y.
WILBUR M. BROWN.....	Syracuse, N. Y.
JACOB SMITH.....	Syracuse, N. Y.
GEO. A. OSTRANDER.....	Syracuse, N. Y.

CHARLES TALLMAN..... President, Syracuse, N. Y.

A. N. PALMER..... Treasurer and Secretary, Syracuse, N. Y.

HENRY THOMPSON..... Superintendent, Syracuse, N. Y.

Communications intended for this company should be addressed, A. N. PALMER, No. 46 West Fayette street, Syracuse.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) ANSON N. PALMER, *Treasurer.*
HENRY THOMPSON, *Supt.*

(No. 71.)

THIRD AVENUE.

STATE OF NEW YORK, }
City and County of New York, } ss.:

SAMUEL L. PHILLIPS, President, and GEORGE W. FIELD, acting Superintendent of operations of the Third Avenue Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) SAMUEL L. PHILLIPS,
G. W. FIELD.

Subscribed and sworn to before me, }
this 26th day of November, 1878. }

CHAS. S. ARTHUR,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter	\$2,000,000 00
Amount of stock subscribed	2,000,000 00
Amount paid in, as by last report	2,000,000 00
Total amount now paid in of capital stock	2,000,000 00
Funded debt, as by last report	2,000,000 00
Total amount now of funded debt	2,000,000 00
Total amount now of funded and floating debt	2,000,000 00
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$1,775,855 14	\$1,775,855 14
For land, buildings and fixtures, including land		
damages	1,782,485 52	1,782,485 52
For horses, and harness	385,505 31	385,505 31
For cars	286,038 25	286,038 25
Total cost of road and equipment	\$4,229,884 22	\$4,229,884 22

CHARACTERISTICS OF ROAD.

Length of road	8 miles.
Length of road laid	8 "
Length of double track, including sidings	10 "
Weight of rail, per yard	60 pounds.
Number of passenger cars	285
Number of freight cars	9
Number of horses and mules	1,949
Length of main line of road from Ann street to Harlem river	8 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, about	30,400,000
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	6 cents.
For way passengers	5 "

The average time consumed by passenger cars in passing over the road	1 h. & 20 min.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$20,316 84
Taxes on real estate	67,361 28
Total cost of maintaining road, and real estate	\$87,678 12

RAILROAD REPORT.

817

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General expenses	\$33,079 39
Officers, clerks, agents, and office expenses	35,416 63
Conductors and drivers	304,618 25
Watchmen, starters, switchmen, roadmen, etc.....	164,979 70
Repairs of cars	27,793 92
Repairs of harness, including material and labor	4,681 97
Horseshoeing, including material and labor.....	38,075 45
Horses	54,122 55
Stable expenses	5,729 31
Feed, grain, hay, etc., including expense of grinding.	168,907 11
Fuel, gas, and lights.	7,315 26
Oil and waste	1,408 54
Damages to persons and property, including medical attendance....	12,888 22
Law expenses	16,461 11
Rents, including use of other roads, ferries, etc.....	23,500 00
Insurance.	3,065 13
Stationery and printing	1,359 55
Total expense of operating road, and repairs	\$903,402 09

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$1,664,209 14
Manure	\$5,333 28
Rents of real estate, car panels, mail service, tracks, and interest.....	41,139 37
Total receipts	\$1,710,681 79

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$991,080 21
For interest.....	140,000 00
For dividends on stock—amount and rate per cent	500,000 00
Payment to stockholders, under resolution of directors.....	100,000 00
Registered coupon bonds purchased.....	30,000 00
Total payments during the year.....	\$1,761,080 21

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
November 5.....	....	....	....	....	1	....	1	....
November 19.....	....	2	....	....	....	....	....	2
December 21.....	....	....	....	....	....	1	....	1
December 27.....	....	....	....	....	....	1	....	1
1878.								
January 16.....	....	....	....	....	....	1	....	1
March 8.....	....	....	....	....	....	1	....	1
April 3.....	....	....	....	....	....	1	....	1
May 21.....	1	....	....	....	....	....	1	....
Total.....	1	2	....	....	1	5	2	7

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

† November 5. Edward Galen, a boy five and one-half years of age, was accidentally run over by car No. 136, near One Hundred and Fourth street; died November 7, 1878.

November 19. Lewis Baustein, of 28 Ludlow street, fell from rear platform of car No. 180 while in a fit; was slightly injured; since recovered.

November 19. James Keenan, of 825½ Second avenue, fell off the front platform of car No. 73, injuring his wrist.

December 21. Car No. 326 knocked Patrick Leahy, a laborer on New York Elevated Railroad, in a hole near Eighteenth street; injuries slight.

December 27. George W. Naegle had his foot injured by car No. 116, at the Harlem depot of the company.

1878.

January 16. Austin Egan, driver of a truck, came in collision with car No. 108, and was slightly injured by being thrown under the wheels of his own truck.

March 8. John Toole, of 333 Rivington street, was accidentally knocked in a hole of the New York Elevated Railroad, on Fifty-fourth street, by car No. 87; slight scalp wound and bruises; fully recovered.

April 8. Ann M. Fisher, of 135 Mulberry street, was accidentally knocked down by car No. 57 while attempting to cross the track, in the Bowery, between Prince and Spring streets; injuries slight.

May 21. Patrick Berry, of 228 East Twenty-fifth street, while getting off the front platform of car No. 180, fell, and the car passed over his arm, causing injuries resulting in death on May 22, 1878; coroner's verdict was accidental death.

There have been the usual number of slight accidents resulting from the attempts of passengers to get on the cars while in motion, and where no injuries were sustained beyond soiling their clothes and slightly shaking them up.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM REMSEN	New York City.
HENRY HART	New York City.
THURLOW WEED	New York City.
ROBERT GEORGE REMSEN	New York City.
SAMUEL L. PHILLIPS	New York City.
SAMUEL HALL, M. D.	New York City.
MOSES MITCHELL	New York City.
Gen. ALEX. S. WEBB	New York City.
JAMES D. SMITH	New York City.
FREDERICK B. NOYES	New York City.
HENRY MORRISON	New York City.
JOHN M. SAMLER	New York City.
SAMUEL WILLETS	New York City.

SAMUEL L. PHILLIPS	President.
HENRY HART	Vice-President.
LEWIS LYON	Treasurer.
CHARLES S. ARTHUR	Secretary.
GEORGE W. FIELD	Engineer and Superintendent.

Communications intended for this company should be addressed, Third Avenue Railroad Company, Sixty-fifth street and Third avenue, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) SAMUEL L. PHILLIPS, *President*.
G. W. FIELD, *Superintendent*.

(No. 72.)

TROY AND ALBIA.

STATE OF NEW YORK, } ss.:
Rensselaer County, }

THOMAS A. TILLINGHAST, President, and THEODORE E. HASLEHURST, Treasurer and acting Superintendent of operations of the Troy and Albia Horse Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOS. A. TILLINGHAST,
THEO. E. HASLEHURST. }

Subscribed and sworn to before me, }
this 12th day of November, 1878. }

J. H. HUNTINGTON,
Notary Public, Troy, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$50,000 00
Amount of stock subscribed.....	44,700 00
Amount paid in, as by last report.....	44,700 00
Total amount now paid in of capital stock.....	44,700 00
Funded debt, as by last report.....	35,100 00
Total amount now of funded debt.....	35,100 00
Total amount now of funded and floating debt.....	35,100 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$50,908 40	\$50,908 40
For land, buildings and fixtures, including land		
damages.....	11,952 34	11,952 34
For horses, mules, and harness.....	6,206 18	6,663 68
For cars and sleighs.....	6,027 85	6,027 85
Total cost of road and equipment.....	\$75,094 77	\$75,552 27

CHARACTERISTICS OF ROAD.

Length of road.....	3.17 miles.
Length of road laid.....	3.17 "
Length of double track, including sidings.....	3.33 "
Weight of rail, per yard.....	35 to 45 lbs.
Number of passenger cars.....	8
Number of horses.....	29
Length of main line of road from Troy to Albia.....	3.17 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	212,787
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	12 cents.
For way passengers.....	5, 7, and 9 cts.

The average time consumed by passenger cars in passing over the road.....	45 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$518 61
Taxes on real estate.....	587 10
Total cost of maintaining road and real estate.....	\$1,105 71

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,200 00
Officers, clerks, agents, and office expenses.....	500 00
Conductors and drivers.....	4,207 18
Repairs of cars and sleighs.....	260 89
Repairs of harness, including material and labor.....	29 25
Horseshoeing, including material and labor.....	444 50
Stable expenses.....	3,074 73
Feed, grain, hay, etc., including expense of grinding.....	2,204 59
Fuel, gas, lights, and oil.....	176 35
Insurance.....	206 24
Advertising and printing.....	111 30
Contingencies.....	593 76
Total expense of operating road, and repairs.....	\$12,998 79

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$17,162 22
Weighing.....	\$26 69
Manure.....	135 68
	162 37
Total receipts.....	\$17,324 59

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$14,104 50
For interest.....	2,450 00
Total payments during the year.....	\$16,554 50

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

THOMAS A. TILLINGHAST	Troy.
L. E. GURLEY	Troy.
W. W. WHITMAN	Troy.
E. H. VIRGIL	Troy.
JAMES J. TILLINGHAST	Troy.
WM. H. YOUNG	Troy.
GEO. T. LANE	Troy.
F. W. FARNHAM	Troy.
WM. E. GILBERT	Troy.
T. A. KNICKERBACKER	Troy.
T. E. HASLEHURST	Troy.
LEVI SMITH	Troy.
CICERO PRICE	Troy.

THOMAS A. TILLINGHAST President, Troy.

THEO. E. HASLEHURST Treasurer and Secretary, Troy.

WM. R. BEAN Superintendent, Troy.

Communications intended for this company should be addressed, Troy and Albia Horse Railroad Company, No. 11 First street, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) THOS. A. TILLINGHAST, *President.*
THEO. E. HASLEHURST, *Treasurer.*

(No. 73.)

TROY AND COHOES.

STATE OF NEW YORK, } ss.:
Rensselaer County, }

JOSEPH J. HAGEN, Treasurer, and JOHN E. BROWN, acting Superintendent of operations of the Troy and Cohoes Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOSEPH J. HAGEN,
JOHN E. BROWN.

Subscribed and sworn to before me, }
this 21st day of October, 1878. }

G. H. SAGENDORF,
Notary Public, Troy, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in, as by last report.....	50,000 00
Total amount now paid in of capital stock.....	<u>50,000 00</u>

The Troy and Cohoes Railroad is leased to and operated by the Troy and Lansingburgh Railroad Company.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$36,491 71	\$36,491 72
For land, buildings and fixtures, including land damages.....	13,508 29	13,508 29
Total cost of road and equipment.....	<u>\$50,000 00</u>	<u>\$50,000 00</u>

CHARACTERISTICS OF ROAD.

Length of road.....	4.50 miles.
Length of road laid.....	3.50 "
Length of double track, including sidings.....	1.40 "
Weight of rail, per yard.....	46 pounds.
Length of main line of road from Troy to Cohoes.....	<u>3.80 miles.</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From Troy and Lansingburgh Railroad Company, for rent of road.....	<u>\$3,500 00</u>
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PAYMENTS OTHER THAN FOR CONSTRUCTION.

For dividends on stock—amount and rate per cent, 7 per cent....	<u>\$3,500 00</u>
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NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

TRUMAN G. YOUNGLOVE.....	Cohoes.
CHARLES H. ADAMS.....	Cohoes.
GEORGE A. LALLY.....	Lansingburgh.
AUGUSTUS A. PEEBLES.....	Lansingburgh.
JOSEPH M. WARREN.....	Troy.
WILLIAM BARTON.....	Troy.
JOSEPH W. FULLER.....	Troy.
EDWARD O. EATON.....	Troy.
WM. HOWARD HART.....	Troy.
JOHN HOBART WARREN.....	Troy.
JOHN HITCHKINS.....	Troy.
JACOB JACOBS.....	Troy.
WILLIAM KEMP.....	Troy.

TRUMAN G. YOUNGLOVE.....	President.
JOSEPH J. HAGEN.....	Treasurer and Secretary.
JOHN E. BROWN.....	Superintendent.

Communications intended for this company should be addressed, Troy and Cohoes Railroad Company, No. 205 River street, Troy, Rensselaer County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOSEPH J. HAGEN, *Treasurer.*
JOHN E. BROWN, *Supt.*

(No. 74.)

TROY AND LANSINGBURGH.

STATE OF NEW YORK, }
Rensselaer County, } ss.:

JOSEPH J. HAGEN, President, and JOHN E. BROWN, acting Superintendent of operations of the Troy and Lansingburgh Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOSEPH J. HAGEN,
JOHN E. BROWN.

Subscribed and sworn to before me, }
this 21st day of October, 1878. }

G. H. SAGENDORF,
Notary Public, Troy, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$250,000 00
Amount of stock subscribed.....	250,000 00
Amount paid in, as by last report.....	250,000 00
Total amount now paid in of capital stock.....	250,000 00
Funded debt, as by last report.....	125,000 00
Total amount now of funded debt.....	125,000 00
Floating debt, as by last report.....	38,260 00
The amount now of floating debt.....	25,140 00
Total amount now of funded and floating debt.....	150,140 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$149,679 94	\$145,579 94
For land, buildings and fixtures, including land		
damages.....	88,548 00	91,548 00
For horses and harness.....	36,477 00	35,944 00
For cars and sleighs.....	31,200 00	26,900 00
Total cost of road and equipment.....	\$305,904 94	\$299,971 94

CHARACTERISTICS OF ROAD.

Length of road	6.61 miles.
Length of road laid	6.61 "
Length of double track, including sidings	4.05 "
Weight of rail, per yard	45 pounds.
Number of passenger cars	53
Number of horses	263
Length of main line of road from Waterford to Iron Works, Troy...	6.61 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	2,570,558
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	12 cents.
For way passengers	10, 8, 6, & 5 cts.

The average time consumed by passenger cars in passing over the road	1 h. & 14 min.
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The report includes the doings of the Troy and Lansingburgh Railroad, and the Troy and Cohoes Railroad leased.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$7,843 10
Taxes on real estate	8,794 11
Total cost of maintaining road and real estate	\$11,637 21

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$2,710 00
Officers, clerks, agents, and office expenses	3,915 86
Conductors and drivers	30,636 41
Watchmen, hostlers, and helpers	12,817 71
Repairs of cars and sleighs	5,318 68
Repairs of harness, including material and labor	729 47
Horse-shoeing, including material and labor	3,796 94
Horses	5,927 42
Stable expenses	1,337 98
Feed, grain, hay, etc., including expense of grinding	24,932 66
Fuel, gas, and water	1,585 28
Oil and waste	1,041 18
Alarm bell punch	2,089 21
Damages to persons and property, including medical attendance	863 52
Law expenses	9,568 33
Rents, including use of other roads and bridges	1,200 80
Insurance	298 65
Advertising and printing	941 48
Contingencies	

Total expense of operating road, and repairs	\$109,711 48
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RAILROAD REPORT.

825

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers		\$166,025 61
Manure	\$991 69	
Rents	195 00	
Mail and messenger service	600 00	
Old iron	230 95	
Transportation of paper	177 56	
Damages to cars	10 00	
Sundries	109 85	
Cars sold	1,150 00	
		<u>3,465 05</u>
Total receipts		<u>\$169,490 66</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.	\$121,348 69
For interest	10,858 19
For dividends on stock—amount and rate per cent, 8 per cent. .	20,000 00
Reduction of debt	18,120 00
Total payments during the year	<u>\$165,326 88</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

WILLIAM BARTON	Troy, N. Y.
JACOB JACOBS	Troy, N. Y.
WILLIAM KEMP	Troy, N. Y.
EDWARD O. EATON	Troy, N. Y.
JOHN FLAGG	Troy, N. Y.
CHARLES CLEMINSHAW	Troy, N. Y.
OTIS G. CLARK	Troy, N. Y.
ELEAZER A. PECK	Troy, N. Y.
JAMES MCCOY	Troy, N. Y.
HENRY B. DAUCHY	Troy, N. Y.
GEORGE A. LALLY	Lansingburgh, N. Y.
NATHANIEL B. POWERS	Lansingburgh, N. Y.
DAVID T. LAMB	Waterford, N. Y.

WILLIAM KEMP	President.
JOSEPH J. HAGEN	Treasurer and Secretary.
JOHN E. BROWN	Superintendent.

Communications intended for this company should be addressed, Troy and Lansingburgh Railroad Company, 205 River street, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOSEPH J. HAGEN, *Treasurer.*
JOHN E. BROWN, *Superintendent.*

(No. 75.)

TWENTY-THIRD STREET.

STATE OF NEW YORK, }
New York County, } ss. :

GEORGE TERRY, acting Superintendent of operations of the Twenty-third Street Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE TERRY.

Subscribed and sworn to before me, }
 this 20th day of December, 1878. }

JACOB ANGELL,
Notary Public, New York County.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$600,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in, as by last report.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt, as by last report.....	335,665 00
Total amount now of funded debt.....	388,665 00
Floating debt, as by last report.....	94,000 00
The amount now of floating debt.....	55,004 59
Total amount now of funded and floating debt.....	443,669 59
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, and \$150,000 paid the city.....	\$577,274 35	\$595,145 29
For land, buildings and fixtures, including land damages.....	165,141 25	175,041 25
For dummy cars, horses, mules, and harness...	72,768 33	110,783 33
For cars and sleighs.....	87,454 07	87,454 07
Total cost of road and equipment.....	\$902,638 00	\$968,423 94

The following report includes all transactions of the Bleecker Street and Fulton Ferry Railroad, which line is leased to this company for 99 years :

CHARACTERISTICS OF ROAD.

Length of road*.....	11.50 miles
Length of road laid.....	11.50 "
Length of double track, including sidings.....	13 "
Weight of rail, per yard.....	54 pounds

* Including lease of Bleecker Street and Fulton Ferry Railroad.

RAILROAD REPORT.

827

Number of passenger cars	92
Number of horses and mules	600
Length of main line of road from Twenty-third street, North river, to Fulton ferry	4½ miles.
From Twenty-third street, North river, to Thirty-fourth street, East river	24 "

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	9,668,604
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	5 cents.
For way passengers	5 "

THE AVERAGE TIME CONSUMED BY PASSENGER CARS IN PASSING OVER THE ROAD.

To Fulton ferry	42 minutes.
To East Twenty-third street	23 "
To East Thirty-fourth street	27 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures	\$13,944 94
Taxes on real estate	19,119 98
Total cost of maintaining road and real estate	\$33,064 92

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence	\$5,000 00
Officers, clerks, agents, and office expenses	14,356 87
Conductors, drivers, and engineers on dummy cars	55,587 50
Watchmen, starters, switchmen, roadmen, etc.	11,873 80
Tow horses expenses	8,403 88
Repairs of cars and sleighs	20,599 27
Repairs of harness, including material and labor	3,285 62
Horseshoeing, including material and labor	8,453 68
Horses and mules	35,560 00
Stable expenses	27,240 89
Feed, grain, hay, etc., including expense of grinding	55,665 22
Fuel, gas, and lights	4,622 19
Oil and waste	521 39
Water tax	842 75
Damages to persons and property, including medical attendance....	131 00
Law expenses	15,471 45
Rents, including use of other roads, ferries, etc.	6,750 77
Insurance	2,780 00
Advertising and printing	98 20
Removing snow and ice	1,685 93
Registers	1,452 25
Total expense of operating road, and repairs	\$280,382 66

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers	\$483,430 20
Sale of old iron, etc	\$9,718 85
Rent	2,899 67
Horses	2,512 50
Manure	2,102 24
Damages to cars	727 63
Conductors' wages forfeited	266 24

Wood and wire.....	\$208 45	
Interest.....	67 98	
Advertising.....	5 00	
		\$18,503 56
Total receipts.....		\$501,933 76

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$313,447 58
* For interest.....	77,100 05
For dividends on stock—amount and rate per cent.....	48,000 00
† Payments on account of B. St. and F. F. R. R.	10,997 47
‡ Bleeker Street stockholders, per terms of lease.....	6,750 00
Detective service.....	309 18
Total payments during the year.....	\$456,604 28

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 24.....	1	....	1	....
May 27.....	1	....	1	....
July 5.....	1	....	1	....
July 27.....	1	....	1
Aug. 22.....	1	....	1
Aug. 23.....	1	....	1	....
Totals.....	4	2	4	2

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

April 24. Deaf and dumb boy, about five years old, named Solomon, while playing in the street, was run over by car 36, Bleeker Street line, and injured so severely that he died the next day; company and driver exonerated at coroner's inquest.

May 27. An Italian child, three years old, named Annie Garten, while running across Crosby street fell, and was run over by car 40, Bleeker Street line, injuring her so severely that she died; company and driver exonerated.

July 5. An Italian laborer, while digging in a hole to lay gas pipes at Elm and Canal streets, was struck by car 28, Bleeker Street line, he having raised his head up as the car was being pushed over the hole, not understanding when told to keep down; was injured so severely that he died; company and driver exonerated.

July 27. Boy, named Delaney, while playing with a crowd of boys on a pile of dirt, where water-pipes were being laid, corner First avenue and Thirtieth street, was run over by hind wheel of car 22, and had right leg severely injured.

NOTE.—* Includes \$48,000 paid for interest on bonds of the B. St. and F. F. R. R. Co.

† Paid on account of old claims.

‡ Dividend on stock of the B. St. and F. F. R. R. Co., as per lease, viz.: 1½ per cent per annum.

State Engineer and Surveyor.

August 22. Boy, named Andrew Fox, while playing in Elm street, was knocked down by the horses of car 39, Bleecker Street line, and wheel of car run over his foot.

August 23. Boy, named ———, was run over in Twenty-eighth street by car 32 of Thirty-fourth Street line, and both legs so badly crushed that he died the same day; company and driver exonerated.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JACOB SHARP	New York.
THURLOW WEED	New York.
LEWIS MAY	New York.
EUGENE S. BALLIN	New York.
DAVID JAMES KING	New York.
JAMES FLANAGAN	New York.
HENDERSON MOORE	New York.
ISAAC HENDRIX	New York.
SAMUEL B. H. VANCE	New York.
JOHN R. FLANAGAN	New York.
JAMES LYNCH	New York.
L. MARK	New York.
LAZARUS ROSENFELD	New York.

JACOB SHARP	President.
LEWIS MAY	Treasurer.
GEO. H. INGERSOLL	Secretary.
GEORGE TERRY	Superintendent.

Communications intended for this company should be addressed, Geo. H. INGERSOLL, Secretary, foot West Twenty-third street, New York.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GEORGE TERRY, *Superintendent.*

(No. 76.)

UTICA, CLINTON AND BINGHAMTON.

STATE OF NEW YORK, }
Oneida County, } ss.:

O. S. WILLIAMS, President, and Wm. H. SCHUYLER, acting Superintendent of operations of the Utica, Clinton and Binghamton Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which

has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

O. S. WILLIAMS,
W. H. SCHUYLER.

Subscribed and sworn to before me, }
this 27th day of November, 1878. }

A. W. MILLS,
Notary Public, Oneida County.

STOCK AND DEBTS. *

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$261,894 42	\$261,894 42
For land buildings and fixtures, including land		
damages	21,863 29	22,255 12
For dummy cars, horses, mules, and harness.. }	43,913 45	47,302 51
For cars and sleighs		
Total cost of road and equipment	\$327,671 16	\$331,452 05

CHARACTERISTICS OF ROAD.

Length of road	10.36 miles.
Length of road laid.....	10.36 "
Length of double track, including sidings.	2.77 "
Weight of rail, per yard	56 to 58 lbs.
Number of passenger cars.....	15
Number of horses and mules.....	86
Length of main line of road from Utica to New Hartford and Whites-	
boro	7.59 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	573,140
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	8 to 12 cents.
For way passengers	4 to 5 "

The average time consumed by passenger cars in passing over the road	45 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of	
buildings and fixtures.....	\$977 05
Taxes on real estate	339 70
Total cost of maintaining road and real estate.....	\$1,316 75

* NOTE.—The Utica, Clinton and Binghamton Railroad consists of a steam road, leased to the Delaware and Hudson Canal Company and operated by the Delaware, Lackawanna and Western Railroad Company (the report of which is included in the steam railroad reports), and a horse railroad through the city of Utica to New Hartford and Whitesboro, operated by the company itself.

State Engineer and Surveyor.

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,200 00
Officers, clerks, agents, and office expenses.....	1,226 85
Conductors, drivers, and engineers on dummy cars.....	5,987 02
Watchmen, starters, switchmen, roadmen, porters, etc.....	480 00
Repairs of cars and sleighs.....	1,253 45
Repairs of harness, including material and labor.....	394 99
Horseshoeing, including material and labor.....	1,518 91
Horses and mules.....	1,334 26
Stable expenses.....	3,509 80
Feed, grain, hay, etc., including expense of grinding.....	7,273 81
Fuel.....	80 37
Oil, waste, gas, and lights.....	139 92
Water tax.....	102 00
Damages to persons and property, including medical attendance....	313 00
Rents, including use of other roads, ferries, etc.....	1,225 00
Insurance.....	415 59
Advertising and printing.....	73 48
Contingencies.....	826 76
Total expense of operating road, and repairs.....	<u>\$37,355 21</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$38,082 94
Mail service.....	\$200 00
Manure.....	225 00
Rent.....	100 00
Advertising.....	49 00
	<u>574 00</u>
Total receipts.....	<u>\$38,656 94</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	<u>\$28,671 96</u>
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ACCIDENTS.

	Injured.
June 6, 1878.....	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

June 6. Mrs. Kittie L. Hickox stepped or jumped from street car in motion, and was somewhat bruised, but not seriously.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JOHN THORN	Utica.
ISAAC MAYNARD	Utica.
ROBERT S. WILLIAMS	Utica.
HENRY HOPSON	Utica.
OTHENEIL S. WILLIAMS	Clinton.
JOHN E. ELLIOT	Clinton.
ANDREW W. MILLS	Clinton.
DAVID M. MINER	Oriskany Falls.
JOSEPH W. FORWARD	Bouckville.
D. B. WEST	Hamilton.
GEORGE B. PHELPS	Watertown.
ALEX. HOLLAND	New York.
CHAS. H. SMYTH	Franklin Iron Works.

O. S. WILLIAMS	President, Clinton.
J. W. CHURCH	Secretary, Utica.
WM. H. SCHUYLER	Superintendent, Utica.

Communications intended for this company should be addressed, J. W. CHURCH, Secretary, No. 19 Main street, Utica, Oneida county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) O. S. WILLIAMS, *President.*
W. H. SCHUYLER, *Superintendent.*

(No. 77.)

UTICA AND MOHAWK.

STATE OF NEW YORK, }
Oneida County, } ss.:

B. R. ROBSON, Jr., Treasurer of the Utica and Mohawk Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) B. R. ROBSON, JR.

Subscribed and sworn to before me, }
this 8th day of October, 1878. }

A. B. BUELL,

Notary Public, Oneida County, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$250,000 00
Amount of stock subscribed	40,350 00
Amount paid in, as by last report.	40,350 00
Total amount now paid in of capital stock	40,350 00

RAILROAD REPORT.

833

Floating debt, as by last report.....	\$1,700 00
The amount now of floating debt.....	1,700 00
Total amount now of funded and floating debt.....	1,700 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment.....	\$32,500 00	\$32,500 00

CHARACTERISTICS OF ROAD.

Length of road.....	11 $\frac{3}{4}$ miles.
Length of road laid.....	2 $\frac{1}{4}$ "
Length of double track, including sidings.....	1 $\frac{1}{4}$ "
Weight of rail, per yard.....	25 pounds.
Number of passenger cars.....	13
Number of horses and mules.....	4
Length of main line of road from Utica to Mohawk.....	11 $\frac{3}{4}$ miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	39,198
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	6 cents.
For way passengers.....	5 "

The average time consumed by passenger cars in passing over the road.....	80 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$210 00
Taxes on real estate.....	25 15
Total cost of maintaining road and real estate.....	\$235 15

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$300 00
Conductors, drivers, and engineers on dummy cars.....	660 00
Repairs of cars and sleighs.....	60 00
Repairs of harness, including material and labor.....	13 28
Horseshoeing, including material and labor.....	70 81
Feed, grain, hay, etc., including expense of grinding.....	319 25
Fuel, gas, and lights.....	7 50
Oil and waste.....	15 00
Law expenses.....	5 00
Insurance.....	25 75
Advertising and printing.....	5 75
Contingencies.....	127 59
Total expense of operating road, and repairs.....	\$1,609 43

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$1,959 92
Sale of iron.....	\$4 50
Sale of bus.....	25 00
Damage to car.....	10 00
	39 50
Total receipts.....	\$1,999 42

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$1,844 58
For interest.....	119 00
Total payments during the year	<u>\$1,963 58</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

L. M. TAYLOR.....	Utica, N. Y.
GEORGE M. WEAVER.....	Utica, N. Y.
BENJAMIN ALLEN.....	Utica, N. Y.
N. S. HAYS.....	Utica, N. Y.
JOHN D. KERNAN.....	Utica, N. Y.
D. N. CROUSE.....	Utica, N. Y.
B. R. ROBSON, Jr.....	Utica, N. Y.
JAMES H. READ.....	Utica, N. Y.
ISAAC WHIFFEN.....	Utica, N. Y.
CHARLES W. HUTCHINSON.....	Utica, N. Y.
JAMES BENTON.....	Utica, N. Y.
A. B. JOHNSON.....	Utica, N. Y.

D. N. CROUSE..... President.

B. R. ROBSON, Jr..... Treasurer and Superintendent.

G. M. WEAVER..... Secretary.

Communications intended for this company should be addressed, B. R. ROBSON, Jr., No. 170 Genesee street, Utica, Oneida county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) B. R. ROBSON, JR., *Treasurer.*

(No. 78.)

VAN BRUNT STREET AND ERIE BASIN.

STATE OF NEW YORK, }
Kings County, } ss.:

EDMUND TERRY, Secretary and Treasurer, and JOHN CUNNINGHAM, acting Superintendent of operations of the Van Brunt Street and Erie Basin Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) EDMUND TERRY,
JOHN CUNNINGHAM.

Subscribed and sworn to before me, }
this 17th day of December, 1878. }

D. P. CUNNINGHAM,

Notary Public, Kings County, N. Y.

RAILROAD REPORT.

835

STOCK AND DEBTS.

Capital stock, as by charter	\$150,000 00
Amount of stock subscribed	75,000 00
Amount paid in, as by last report	75,000 00
Total amount now paid in of capital stock	75,000 00
Funded debt, as by last report	12,000 00
Total amount now of funded debt	12,000 00
Floating debt, as by last report	2,912 87
The amount now of floating debt	2,228 43
Total amount now of funded and floating debt	14,228 43
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For land, buildings and fixtures, including land damages	\$59,500 00	\$59,500 00
For dummy cars, horses, mules, and harness ...	14,600 00	14,600 00
For cars and sleighs	5,400 00	5,400 00
	7,500 00	7,500 00
Total cost of road and equipment	\$87,000 00	\$87,000 00

CHARACTERISTICS OF ROAD.

Length of road	1.25 miles.
Length of road laid	1.25 "
Length of double track, including sidings	1.25 "
Weight of rail, per yard	45 pounds.
Number of passenger cars	6
Number of horses	16
Length of main line of road from Hamilton ferry to Erie Basin	1.25 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, about	354,235
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

*For through passengers	3 cents.
For way passengers	3 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$115 28
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* Unless when tickets are bought, in which case they are sold 10 for 25 cents, 20 for 50 cents, and 40 for \$1.

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence, officers, clerks, agents, and office expenses, conductors, drivers, and engineers on dummy cars, watchmen, starters, switchmen, roadmen, etc.....	\$6,958 60
Repairs of cars.....	81 01
Horseshoeing, including material and labor.....	489 55
Horses	200 00
Stable expenses.....	108 06
Feed, grain, hay, etc., including expense of grinding.	1,898 46
Fuel, gas, and lights.....	136 50
Water tax.....	32 00
Law expenses	25 00
Rents, including use of other roads, ferries, etc.....	250 00
Insurance.....	63 76
Advertising and printing.....	7 50
Contingencies	126 83
Total expense of operating road, and repairs	<u>\$10,377 26</u>

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$10,627 04
Manure, old horses, and all other sources.....	1,035 50
Total receipts	<u>\$11,662 54</u>

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs	\$10,492 54
For interest	1,050 00
All other payments	120 00
Total payments during the year	<u>\$11,662 54</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

JAMES BINNS.....	Brooklyn, N. Y.
EDMUND TERRY.....	Brooklyn, N. Y.
JEREMIAH P. ROBINSON	Brooklyn, N. Y.
JOHN CUNNINGHAM	Brooklyn, N. Y.
HENRY R. PIERSON.....	Albany, N. Y.
CHARLES H. CHRISTMAS	Brooklyn, N. Y.
HENRY C. MANGELS	Brooklyn, N. Y.

JAMES BINNS.....	President.
EDMUND TERRY	Secretary and Treasurer.
JOHN CUNNINGHAM.....	Superintendent.

Communications intended for this company should be addressed, The Van Brunt Street and Erie Basin Railroad Company, No. 264 Van Brunt st., Brooklyn, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

EDMUND TERRY, *Secretary and Treasurer.*
JOHN CUNNINGHAM, *Superintendent.*

(No. 79.)

WASHINGTON STREET AND STATE ASYLUM.

STATE OF NEW YORK, }
Broome County, } ss.:

GEORGE WHITNEY, President, and GEORGE W. STOW, acting Superintendent of operations of the Washington Street and State Asylum Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEO. WHITNEY,
 G. W. STOW.

Subscribed and sworn to before me, }
 this 29th day of November, 1878. }

D. M. WORDEN,
Commissioner of Deeds.

STOCK AND DEBTS.

Capital stock, as by charter	\$40,000 00
Amount of stock subscribed	25,000 00
Amount paid in, as by last report.	20,000 00
Total amount now paid in of capital stock	25,000 00
Floating debt, as by last report.	200 00
The amount now of floating debt	718 00
Total amount now of funded and floating debt.	718 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$25,000 00	\$25,718 00
For dummy cars, horses, mules, and harness ... ..	.....	725 00
For cars and sleighs .....	.....	1,700 00
Total cost of road and equipment.....	\$25,000 00	\$28,143 00

CHARACTERISTICS OF ROAD.

Length of road	4.52 miles.
Length of road laid.....	3.50 "
Weight of rail, per yard	20, 25 & 30 lbs.
Number of passenger cars	5
Number of horses and mules.....	7
Length of main line of road, Fifth ward in the city of Binghamton, to Inebriate Asylum	4.52 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	52,654
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
For way passengers.....	5 "

The average time consumed by passenger cars in passing over the road.....	40 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$173 17
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EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$150 00
Conductors, drivers, and engineers on dummy cars.....	975 00
Repairs of cars and sleighs.....	63 50
Repairs of harness, including material and labor.....	16 80
Horseshoeing, including material and labor.....	158 49
Horses and mules.....	35 00
Stable expenses.....	264 00
Feed, grain, hay, etc., including expense of grinding.....	647 00
Fuel, gas, and lights.....	14 00
Oil and waste.....	15 00
Insurance.....	9 00
Advertising and printing.....	8 00
Contingencies.....	15 00

Total expense of operating road, and repairs.....	\$2,370 79
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CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....	\$2,597 21
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PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$2,543 96
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ACCIDENTS.

	Killed.
August 27, 1878.....	1

The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

August 27. John Gorman, a boy 12 years old, while attempting to cross the track in front of the horse, in the fore part of the evening of 27th of August, 1878, and while the car was passing west along Robinson street, and near the crossing of the Albany and Susquehanna Railroad, was struck by the horse, and fell so that the car wheels passed over him, killing him instantly. The verdict of the coroner's jury in the case was that the boy "came to his death from being run over by a street car

on the Washington Street and State Asylum Railroad, and that said jury further find that he came to his death from his own carelessness, and not from any negligence on the part of the driver of the car."

Names and Residences of Officers of the Company.

Directors.

GEORGE WHITNEY	Binghamton.
WARREN N. BENNETT	Binghamton.
GEORGE W. STOW	Binghamton.
EDWARD K. CLARK	Binghamton.
ERASTUS ROSS	Binghamton.
BENJAMIN H. NELSON	Binghamton.
THOMAS W. WHITNEY	Binghamton.
ALLEN A. PERKINS	Binghamton.
AMOS D. STOCKWELL	Binghamton.
CHARLES O. ROOT	Binghamton.
WILLIAM R. OSBORN	Binghamton.
NELSON STOW	Binghamton.
ASA TRUESDELL	Binghamton.
GEORGE WHITNEY	President.
WM. R. OSBORN	Treasurer.
C. O. ROOT	Secretary.
HENRY C. MERRICK	Engineer.
GEORGE W. STOW	Superintendent.

Communications intended for this company should be addressed, GEO. WHITNEY, Binghamton, Broome county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEORGE WHITNEY, *President.*
G. W. STOW, *Superintendent.*

(No. 80.)

WATERVLIIET TURNPIKE AND RAILROAD.

STATE OF NEW YORK, }
Albany City and County, } ss.:

THOS. P. WAY, Treasurer, and MARLOW C. FOSTER, acting Superintendent of operations of the Watervliet Turnpike and Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOS. P. WAY,
M. C. FOSTER.

Subscribed and sworn to before me, }
this 23d day of November, 1878. }

JAMES C. BELL,
Commissioner of Deeds, City of Albany, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter	\$240,000 00
Amount of stock subscribed	240,000 00
Amount paid in, as by last report	240,000 00
Total amount now paid in of capital stock	240,000 00
Funded debt, as by last report	133,000 00
Total amount now of funded debt	129,500 00
Total amount now of funded and floating debt	129,500 00
Average rate, per annum, of interest on funded debt	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$216,295 35	\$216,295 35
For land, buildings and fixtures, including land damages.	44,000 00	44,000 00
For dummy cars, horses, mules, and harness....	64,258 00	64,258 00
For cars and sleighs	26,244 00	26,244 00
Total cost of road and equipment	\$350,797 35	\$350,797 35

CHARACTERISTICS OF ROAD.

Length of road	7.25 miles.
Length of road laid	7.25 "
Length of double track, including sidings	7 "
Weight of rail, per yard	36 and 45 lbs.
Number of passenger cars	27
Number of horses and mules	134
Length of main line of road from Albany to West Troy	7.25 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars	977,755
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THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers	15 cents.
For way passengers	5 to 11 "

The average time consumed by passenger cars in passing over the road	65 minutes.
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EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures	\$7,986 50
Taxes on real estate	2,456 01
Total cost of maintaining road and real estate	\$10,442 51

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	}	\$3,049 66
Officers, clerks, agents, and office expenses.....		
Conductors, drivers, and engineers on dummy cars.....		15,475 00
Watchmen, starters, switchmen, roadmen, etc.....		492 90
Repairs of cars and sleighs.....		3,414 50
Repairs of harness, including material and labor.....		493 97
Horseshoeing, including material and labor.....		1,851 95
Horses and mules.....		2,825 00
Stable expenses.....		8,115 70
Feed, grain, hay, etc., including expense of grinding.....		12,203 44
Fuel, gas, and lights.....		563 88
Water tax.....		135 00
Damages to persons and property, including medical attendance....		546 00
Law expenses.....		800 00
Insurance.....		617 20
Advertising and printing.....		607 46
Contingencies.....		1,310 70

Total expense of operating road, and repairs.. .. \$52,002 36

CASH RECEIPTS AND PAYMENTS.

RECEIPTS.

From passengers.....		\$75,224 20
Rent.....	\$623 00	
Manure.....	700 00	
Old material.....	266 18	
Horses.....	265 00	
Panel rent.....	345 00	
Horseshoeing.....	48 87	
Insurance.....	1 75	
		2,249 80

Total receipts..... \$77,474 00

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$62,444 87
For interest.....	9,427 61
Bonds redeemed.....	3,500 00
Loan repaid.....	1,000 00

Total payments during the year..... \$76,372 48

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

CHARLES NEWMAN.....	Albany.
JAMES WILSON.....	Albany.
J. W. TILLINGHAST.....	Albany.
A. A. SUMNER.....	Albany.
WM. TILLINGHAST.....	Albany.
JOHN CARY.....	Albany.
DUDLEY OLCOTT.....	Albany.
E. EVERTSEN.....	Albany.

CHARLES NEWMAN..... President.
 THOS. P. WAY..... Secretary and Treasurer.
 M. C. FOSTER..... Engineer and Superintendent.

Communications intended for this company should be addressed, Albany, Albany county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) THOS. P. WAY, *Treasurer.*
M. C. FOSTER, *Superintendent.*

(No. 81.)

WEST END AND GLENWOOD.

STATE OF NEW YORK, }
Broome County, } ss.:

E. F. MATTHEWS, President of the West End and Glenwood Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) E. F. MATTHEWS.
Subscribed and sworn to before me, }
this 14th day of November, 1878. }
WILLIAM FAIRCHILD,
Justice of the Peace.

STOCK AND DEBTS.

Capital stock, as by charter.....	\$10,000 00
Amount of stock subscribed.....	1,700 00
Amount paid in, as by last report	1,575 00
Total amount now paid in of capital stock—68 shares	<u>1,575 00</u>

The road has not been operated for the past year, owing to the contractors failing to comply with agreement.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment.....	<u>\$1,575 00</u>	<u>\$1,575 00</u>

CHARACTERISTICS OF ROAD.

Length of road.....	.08 miles.
Length of road laid .....	.05 "
Weight of rail, per yard	20 pounds.
Length of main line of road from West End to Glenwood	<u>.08 miles.</u>

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

EPHRAIM F. MATTHEWS	Binghamton, N. Y.
ERASTUS W. SMITH.....	Binghamton, N. Y.
ALONZO C. MATTHEWS.....	Binghamton, N. Y.
WATSON CURTISS.....	Binghamton, N. Y.
JOHN G. ORTON.....	Binghamton, N. Y.
IRA L. S. MATTHEWS.....	Binghamton, N. Y.
ALFRED N. BROWN	Binghamton, N. Y.
BREVOORT BROWN.....	Binghamton, N. Y.
SOLOMON JUDD	Binghamton, N. Y.
GEO. M. T. JOHNSON	Union, N. Y.
ERASTUS ROSS.....	Binghamton, N. Y.
JOHN H. WENTZ.....	Binghamton, N. Y.
HENRY TITEHUR.....	Binghamton, N. Y.

EPHRAIM F. MATTHEWS President, Binghamton, N. Y.

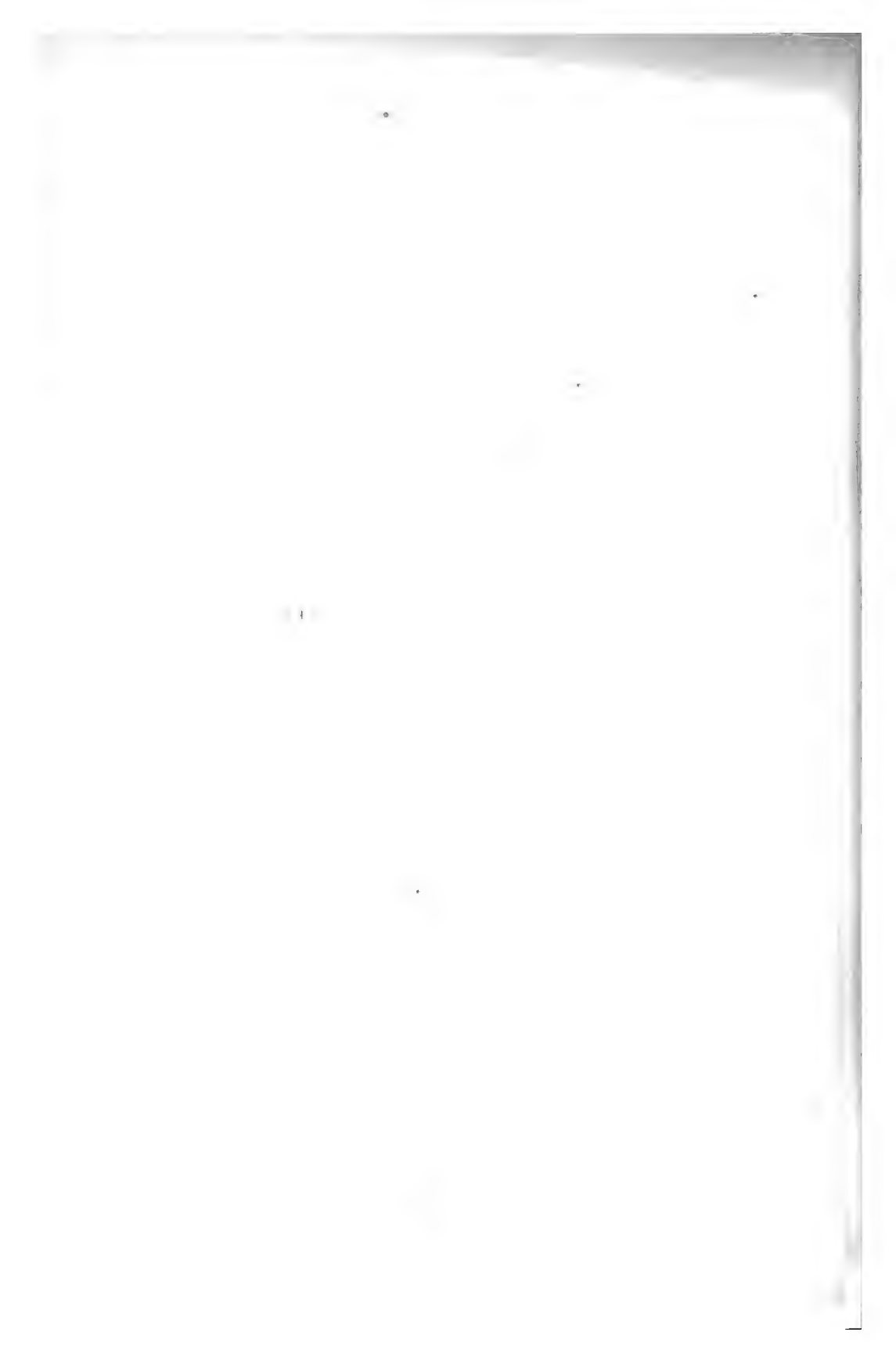
HENRY TITEHUR..... Treasurer, Binghamton, N. Y.

GEO. M. T. JOHNSON. Secretary, Union, N. Y.

Communications intended for this company should be addressed, E. F. MATTHEWS, Box 817, Binghamton, Broome county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) E. F. MATTHEWS, President.



APPORTIONMENT OF EXPENSES

OF STATE ENGINEER'S DEPARTMENT CHARGEABLE TO RAILROAD COMPANIES FOR THE
YEAR ENDING SEPTEMBER 30, 1878, AS TAKEN FROM THE BOOKS OF THE COM-
TROLLER'S OFFICE.

Name of Company.	Proportion.
Adirondack	\$24 16
Albany.....	36 96
Albany and Susquehanna	410 19
Amsterdam Street	1 01
Astoria and Hunter's Point	5 10
Atlantic Avenue.....	108 01
Atlantic and Great Western	129 87
Auburn and Owaseo Lake.....	1 04
Babylon	17
Bath and Hammondsport	3 33
Boston and Albany.....	421 96
Broadway, Brooklyn	72 35
Broadway and Seventh Avenue.....	349 94
Brooklyn, Bath and Coney Island	20 61
Brooklyn City	517 66
Brooklyn City and Newtown.....	65 37
Brooklyn Crosstown.....	63 03
Buffalo, Corry and Pittsburgh.....	35 04
Buffalo Creek	14 67
Buffalo East Side Street	20 11
Buffalo and Jamestown.....	62 49
Buffalo, New York and Philadelphia.....	163 36
Buffalo Street	68 88
Bushwick	68 27
Cayuga.....	32 48
Cayuga and Susquehanna.....	22 95
Cazenovia, Canastota and De Ruyter	5 51
Central City.....	4 99
Central Crosstown	39 26
Central Park, North and East River	273 26
Chemung	75 16
Christopher and Tenth Street.....	33 60
Clove Branch.....	6 67

Name of Company.	Proportion.
Coney Island and Brooklyn.....	\$66 68
Cooperstown and Susquehanna Valley.....	12 11
Corning, Cowanesque and Antrim.....	31 85
Dry Dock, East Broadway and Battery.....	246 17
Dunkirk, Allegheny Valley and Pittsburgh.....	56 45
Dunkirk and Fredonia.....	2 56
East Genesee Street and Seward Avenue.....	1 47
Eighth Avenue.....	271 13
Elmira and Horseheads.....	4 47
Elmira, Jefferson and Canandaigua.....	146 78
Elmira State Line.....	121 64
Elmira and Williamsport.....	23 55
Erie.....	4,263 78
Fifth Ward.....	4 98
Fonda and Fultonville.....	42
Fonda, Johnstown and Gloversville.....	39 22
Forty-second Street and Grand Street Ferry.....	112 15
Frankfort and Ilion.....	99
Genesee and Water Street.....	5 05
Geneva, Ithaca and Sayre.....	82 78
Grand Street and Newtown.....	35 70
Grand Street, Prospect Park and Flatbush.....	31 91
Greene.....	12 88
Greenwich and Johnsonville.....	9 43
Harlem Bridge, Morrisania and Fordham.....	27 29
Harlem Extension.....	44 73
Herkimer and Mohawk Street.....	1 54
Houston, West Street and Pavonia Ferry.....	73 52
Jamaica, Woodhaven and Brooklyn.....	7 30
Johnstown, Gloversville and Kingsboro.....	3 57
Kingston and Rondout.....	4 92
Lake Champlain and Moriah.....	33 20
Lake Shore and Michigan Southern.....	281 65
Long Island.....	529 46
Long Island City and Calvary Cemetery.....	2 27
Long Island City Shore.....	8 75
Middleburgh and Schoharie.....	2 82
Middletown and Crawford.....	7 81
Middletown, Unionville and Water Gap.....	14 47
Mohawk and Ilion.....	1 93
New Brighton and Onondaga Valley.....	89
Newburgh, Dutchess and Connecticut.....	36 06
New Jersey and New York.....	29 91
New Williamsburgh and Flatbush.....	23 70
New York, Bay Ridge and Jamaica.....	10 72
New York and Canada.....	137 64
New York Central and Hudson River.....	9,389 70
New York Elevated.....	107 12
New York and Harlem.....	277 11
New York and Manhattan Beach.....	23 56
New York, New Haven and Hartford.....	186 23

APPORTIONMENT OF EXPENSES.

847

Name of Company.	Proportion.
New York and Oswego Midland	\$200 73
Ninth Avenue.....	27 87
North Second Street and Middle Village	22 69
Ogdensburgh and Lake Champlain	188 32
Ontario Southern	12 98
Oswego and Syracuse.....	112 41
Port Jervis and Monticello	11 45
Poughkeepsie City.....	6 07
Poughkeepsie, Hartford and Boston.....	23 45
Prospect Park and Coney Island.....	93 57
Rensselaer and Saratoga	409 57
Rhinebeck and Connecticut.....	23 28
Rochester City and Brighton.....	34 08
Rome and Clinton	7 00
Rome, Watertown and Ogdensburgh.....	441 18
Second Avenue.....	277 04
Schoharie Valley	5 28
Silver Lake.....	2 57
Sixth Avenue.....	314 61
Skauteles.....	6 11
South Brooklyn Central	3 53
Southern Central	163 17
South Ferry.....	16 87
Southfield Branch	1 18
Staten Island.....	81 57
Staten Island Shore.....	6 77
Sterling Mountain	8 40
Syracuse, Binghamton and New York.....	197 50
Syracuse and Chenango.....	12 17
Syracuse, Chenango and New York.....	14 08
Syracuse and Geddes	5 02
Syracuse and Onondaga	4 22
Third Avenue.....	642 41
Troy and Albia.....	6 05
Troy and Boston.....	149 19
Troy and Lansingburgh.....	59 52
Twenty-third Street.....	180 55
Ulster and Delaware.....	50 25
Utica and Black River	163 67
Utica, Chenango and Susquehanna Valley	156 37
Utica, Clinton and Binghamton (steam).....	29 16
Utica, Clinton and Binghamton (horse).....	13 95
Utica, Ithaca and Elmira	45 84
Utica and Mohawk.....	66
Valley.....	50 66
Van Brunt Street and Erie Basin	4 75
Wallkill Valley	7 20
Washington Street and State Asylum.....	64
Warwick Valley.....	15 90
Watervliet Turnpike and Railroad	32 79
Total	<u>\$24,355 58</u>

APPORTIONMENT OF EXPENSES.

EXPENSES:

Printing report of 1876, Chapter 192, Laws of 1876.....	\$5,000 00
Clerk hire, preparing report 1876, Chapter 275, Laws of 1877.....	300 00
Printing report of 1877, Chapter 128, Laws of 1877.....	5,000 00
Printing report of 1877, Chapter 252, Laws of 1878.....	6,000 00
Clerk hire, compiling report 1877, Chapter 252, Laws of 1878.....	1,000 00
Printing blanks.....	51 75
Salary, Deputy State Engineer and Surveyor.....	3,311 83
Clerk hire.....	3,690 00
Total.....	<u>\$24,353 58</u>

GENERAL RAILROAD ACT,
AND
LAWS AMENDING THE SAME,
AND OTHER
GENERAL LAWS
RELATING TO THE
RAILROADS OF THE STATE.



Chap. 140.

AN ACT to authorize the formation of railroad corporations, and to regulate the same.

Passed April 2, 1850, "three-fifths being present."

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Any number of persons, not less than twenty-five, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property, or for the purpose of maintaining and operating any unincorporated railroad already constructed for the like public use ; and for that purpose may make and sign articles of association, in which shall be stated the name of the company ; the number of years the same is to continue ; the places from and to which the road is to be constructed, or maintained and operated ; the length of such road as near as may be, and the name of each county in this state through or into which it is made, or intended to be made ; the amount of the capital stock of the company, which shall not be less than ten thousand dollars for every mile of road constructed, or proposed to be constructed, and the number of shares of which said capital stock shall consist, and the names and places of residence of thirteen directors of the company, who shall manage its affairs for the first year, and until others are chosen in their places. Each subscriber to such articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company. On compliance with the provisions of the next section, such articles of association may be filed in the office of the secretary of state, who shall indorse thereon the day they are filed, and record the same in a book to be provided by him for that purpose ; and thereupon the persons who have so subscribed such articles of association, and all persons who shall become stockholders in such company, shall be a corporation by the name specified in such articles of association, and shall possess the powers and privileges granted to corporations, and be subject to the provisions contained in title three of chapter eighteen of the first part of the Revised Statutes, except the provisions contained in the seventh section of the said title.

§ 2. Such articles of association shall not be filed and recorded in the office of the secretary of state, until at least one thousand dollars of stock for every mile of railroad proposed to be made is subscribed thereto, and ten per cent paid thereon in good faith, and in cash, to

the directors named in said articles of association; nor until there is indorsed thereon, or annexed thereto, an affidavit made by at least three of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed, and ten per cent paid in cash thereon as aforesaid, and that it is intended in good faith to construct or to maintain and operate the road mentioned in such articles of association, which affidavit shall be recorded with the articles of association, as aforesaid.

§ 3. A copy of any articles of association filed and recorded in pursuance with this act, or of the record thereof, with a copy of the affidavit aforesaid indorsed thereon or annexed thereto, and certified to be a copy by the secretary of this state, or his deputy, shall be presumptive evidence of the incorporation of such company, and of the facts therein stated.

§ 4. When such articles of association and affidavit are filed and recorded in the office of the secretary of state, the directors named in said articles of association may, in case the whole of the capital stock is not before subscribed, open books of subscription to fill up the capital stock of the company, in such places and after giving such notice as they may deem expedient, and may continue to receive subscriptions until the whole capital stock is subscribed. At the time of subscribing, every subscriber shall pay to the directors ten per cent on the amount subscribed by him, in money; and no subscription shall be received or taken without such payment.

§ 5. There shall be a board of thirteen directors of every corporation formed under this act, to manage its affairs. Said directors shall be chosen annually, by a majority of the votes of the stockholders voting at such election, in such manner as may be prescribed in the by-laws of the corporation, and they may and shall continue to be directors until others are elected in their places. In the election of directors, each stockholder shall be entitled to one vote for each share of stock held by him. Vacancies in the board of directors shall be filled in such manner as shall be prescribed by the by-laws of the corporation. Every corporation formed under this act shall be subject to the regulations concerning the election of directors of moneyed corporations, contained in article second of the second title of the eighteenth chapter of the first part of the Revised Statutes. The inspectors of the first election of directors shall be appointed by the board of directors named in the articles of association. No person shall be a director, unless he shall be a stockholder, owning stock absolutely in his own right, and qualified to vote for directors at the election at which he shall be chosen. At every election of directors,

the books and papers of such company shall be exhibited to the meeting, provided a majority of the stockholders present shall require it.

§ 6. The directors shall appoint one of their number president; they may also appoint a treasurer and secretary, and such other officers and agents as shall be prescribed by the by-laws.

§ 7. The directors may require the subscribers to the capital stock of the company to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution of the board of directors, the said board shall be authorized to declare his stock, and all previous payments thereon, forfeited for the use of the company; but they shall not declare it so forfeited, until they shall have caused a notice in writing to be served on him personally, or by depositing the same in the post-office, properly directed to him at the post-office nearest his usual place of residence, stating that he is required to make such payment at the time and place specified in said notice; and that if he fails to make the same, his stock, and all previous payments thereon, will be forfeited for the use of the company; which notice shall be served as aforesaid, at least sixty days previous to the day on which such payment is required to be made.

§ 8. The stock of every company formed under this act shall be deemed personal estate and shall be transferable in the manner prescribed by the by-laws of the company, but no share shall be transferable until all previous calls thereon shall have been fully paid in; and it shall not be lawful for such company to use any of its funds in the purchase of any stock in its own, or in any other corporation.

§ 9. In case the capital stock of any company formed under this act, is found to be insufficient for constructing and operating its road, such company may, with the concurrence of two-thirds in amount of all its stockholders, increase its capital stock from time to time, to any amount required for the purposes aforesaid. Such increase must be sanctioned by a vote in person, or by proxy, of two-thirds in amount of all the stockholders of the company, at a meeting of such stockholders, called by the directors of the company for that purpose, by a notice in writing to each stockholder, to be served on him personally, or by depositing the same, properly folded and directed to him, at the post-office nearest his usual place of residence, in the post-office, at least twenty days prior to such meeting. Such notice must state the time and place of the meeting, and its object, and the amount to which it is proposed to increase the capital stock. The proceedings of such meeting must be entered on the minutes of the proceedings

of the company, and thereupon the capital stock of the company may be increased to the amount sanctioned by a vote of two-thirds in amount of all the stockholders of the company as aforesaid.

§ 10. Each stockholder of any company formed under this act, shall be individually liable to the creditors of such company, to an amount equal to the amount unpaid on the stock held by him, for all the debts and liabilities of such company, until the whole amount of the capital stock so held by him shall have been paid to the company; and all the stockholders of every such company shall be jointly and severally liable for all the debts due or owing to any of its laborers and servants, for services performed for such corporation; but shall not be liable to an action therefor, before an execution shall be returned unsatisfied in whole or in part against the corporation; and then the amount due on such execution shall be the amount recoverable, with costs, against such stockholders.

§ 11. No person holding stock in any such company, as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholder of such company; but the person pledging such stock shall be considered as holding the same, and shall be liable as a stockholder accordingly; and the estates and funds in the hands of such executor, administrator, guardian or trustee, shall be liable in like manner, and to the same extent as the testator, or intestate, or the ward or person interested in such trust fund would have been if he had been living and competent to act, and held the same stock in his own name.

§ 12. As often as any contractor for the construction of any part of a railroad, which is in progress of construction, shall be indebted to any laborer, for thirty or any less number of days' labor performed in constructing said road, such laborer may give notice of such indebtedness to said company in the manner herein provided; and said company shall thereupon become liable to pay such laborer the amount so due him for such labor, and an action may be maintained against said company therefor. Such notice shall be given by said laborer to said company, within twenty days after the performance of the number of days' labor for which the claim is made. Such notice shall be in writing, and shall state the amount and number of days' labor, and the time when the same was performed, for which the claim is made, and the name of the contractor from whom due, and shall be signed by such laborer, or his attorney; and shall be served on an engineer, agent or superintendent employed by such company, having charge of the section of the road on which such labor was performed, personally, or by leaving the same at the office or usual place of business

of such engineer, agent or superintendent, with some person of suitable age. But no action shall be maintained against any company under the provisions of this section, unless the same is commenced within thirty days after notice is given to the company by such laborer as above provided.

§ 13. In case any company formed under this act is unable to agree for the purchase of any real estate required for the purpose of its incorporation, it shall have the right to acquire title to the same, in the manner and by the special proceedings prescribed in this act.

§ 14. For the purpose of acquiring such title, the said company may present a petition, praying for the appointment of commissioners of appraisal, to the supreme court, at any general or special term thereof held in the district in which the real estate described in the petition is situated. Such petition shall be signed and verified according to the rules and practice of such court. It must contain a description of the real estate which the company seeks to acquire; and it must, in effect, state that the company is duly incorporated, and that it is the intention of the company, in good faith, to construct and finish a railroad from and to the places named for that purpose in its articles of association; that the whole capital stock of the company has been in good faith subscribed as required by this act; that the company has surveyed the line or route of its proposed road, and made a map or survey thereof, by which such route or line is designated, and that they have located their said road according to such survey, and filed certificates of such location, signed by a majority of the directors of the company, in the clerk's office of the several counties through or into which the said road is to be constructed; that the land described in the petition is required for the purpose of constructing or operating the proposed road; and that the company has not been able to acquire title thereto, and the reason of such inability. The petition must also state the names and places of residence of the parties, so far as the same can by reasonable diligence be ascertained, who own or have, or claim to own or have estates or interests in the said real estate; and if any such persons are infants, their ages, as near as may be, must be stated; and if any of such persons are idiots or persons of unsound mind, or are unknown, that fact must be stated, together with such other allegations and statements of liens or incumbrances on said real estate as the company may see fit to make. A copy of such petition, with a notice of the time and place the same will be presented to the supreme court, must be served on all persons whose interests are to be affected by the proceedings, at least ten days prior to the presentation of the same to the said court.

1. If the person on whom such service is to be made resides in this state, and is not an infant, idiot, or person of unsound mind, service of a copy of such petition and notice must be made on him or his agent or attorney, authorized to contract for the sale of the real estate described in the petition, personally, or by leaving the same at the usual place of residence of the person on whom service must be made as aforesaid, with some person of suitable age.

2. If the person on whom such service is to be made resides out of the state, and has an agent residing in this state, authorized to contract for the sale of the real estate described in the petition, such service may be made on such agent, or on such person personally out of the state; or it may be made by publishing the notice, stating briefly the object of the application, and giving a description of the land to be taken, in the state paper, and in a paper printed in the county in which the land to be taken is situated, once in each week for one month next previous to the presentation of the petition. And if the residence of such person residing out of this state, but in any of the United States, or any of the British colonies in North America, is known, or can by reasonable diligence be ascertained, the company must, in addition to such publication as aforesaid, deposit a copy of the petition and notice in the post-office, properly folded and directed, to such person at the post-office nearest his place of residence, at least thirty days before presenting such petition to the court, and pay the postage chargeable thereon in the United States.

3. If any person on whom such service is to be made is under the age of twenty-one years, and resides in this state, such service shall be made as aforesaid on his general guardian; or if he has no such guardian, then on such infant personally, if he is over the age of fourteen years; and if under that age, then on the person who has the care of, or with whom such infant resides.

4. If the person on whom such service is to be made is an idiot, or of unsound mind, and resides in this state, such service may be made on the committee of his person or estate; or if he has no such committee, then on the person who has the care and charge of such idiot or person of unsound mind.

5. If the person on whom such service is to be made is unknown, or his residence is unknown, and cannot by reasonable diligence be ascertained, then such service may be made, under the direction of the court, by publishing a notice, stating the time and place the petition will be presented, the object thereof, with a description of the land to be affected by the proceedings, in the state paper, and in a paper

printed in the county where the land is situated, once in each week for one month previous to the presentation of such petition.

6. In case any party to be affected by the proceedings is an infant, idiot, or of unsound mind, and has no general guardian or committee, the court shall appoint a special guardian or committee to attend to the interests of such person in the proceedings; but if a general guardian or committee has been appointed for such person in this state, it shall be the duty of such general guardian or committee to attend to the interests of such infant, idiot, or person of unsound mind; and the court may require such security to be given by such general or special guardian or committee, as it may deem necessary to protect the rights of such infant, idiot, or person of unsound mind; and all notices required to be served in the progress of the proceedings may be served on such general or special guardian or committee.

7. In all cases not herein otherwise provided for, service of orders, notices, and other papers in the special proceedings authorized by this act, may be made as the supreme court shall direct.

§ 15. On presenting such petition to the supreme court as aforesaid, with proof of service of a copy thereof and notice as aforesaid, all persons whose estates or interests are to be affected by the proceedings may show cause against granting the prayer of the petition, and may disprove any of the facts alleged in it. The court shall hear the proofs and allegations of the parties, and if no sufficient cause is shown against granting the prayer of the petition, it shall make an order for the appointment of five disinterested and competent persons, who reside in the county where the premises to be appraised are situated, commissioners to ascertain and appraise the compensation to be made to the owners or persons interested in the real estate proposed to be taken in such county for the purposes of the company, and to fix the time and place for the first meeting of such commissioners. The parties whose lands are to be appraised, or their attorneys, may, in case they appear, name six such persons, and the company a like number, provided they do so, and the court shall appoint two of the commissioners from each of the six so named, in case there is no legal objection to such appointment, and the other commissioner shall be appointed by the court in its discretion.

§ 16. The commissioners shall take and subscribe the oath prescribed by the twelfth article of the Constitution. Any one of them may issue subpoenas, administer oaths to witnesses, and any three of them may adjourn the proceedings before them from time to time, in their discretion. Whenever they meet, except by the appointment of the court or pursuant to adjournment, they shall cause reasonable

notice of such meetings to be given to the parties who are to be affected by their proceedings, or their attorney or agent. They shall view the premises described in the petition, and hear the proofs and allegations of the parties, and reduce the testimony, if any is taken by them, to writing; and after the testimony is closed in each case, and without any unnecessary delay, and before proceeding to the examination of any other claim, a majority of them, all being present and acting, shall ascertain and determine the compensation which ought justly to be made by the company to the party or parties owning or interested in the real estate appraised by them; and in determining the amount of such compensation they shall not make an allowance or deduction on account of any real or supposed benefits which the parties in interest may derive from the construction of the proposed railroad. They, or a majority of them, shall also determine and certify what sum ought to be paid to a general or special guardian or committee of an infant, idiot, or person of unsound mind, or to an attorney appointed by the court to attend to the interest of any unknown owner or party in interest not personally served with notice of the proceedings, and who has not appeared, for costs, expenses and counsel fees. They shall make a report to the supreme court, signed by them or a majority of them, of the proceedings before them, with the minutes of the testimony taken by them, if any. Said commissioners shall be entitled to three dollars for their expenses and services for each day they are engaged in the performance of their duties, to be paid by the company.

§ 17. On such report being made by said commissioners, the company shall give notice to the parties, or their attorneys, to be affected by the proceedings, according to the rules and practice of said court, at a general or special term thereof, for the confirmation of such report; and the court shall thereupon confirm such report and shall make an order containing a recital of the substance of the proceedings in the matter of the appraisal, and a description of the real estate appraised for which compensation is to be made; and shall also direct to whom the money is to be paid, or in what bank, and in what manner it shall be deposited by the company.

§ 18. A certified copy of the order so to be made as aforesaid, shall be recorded at full length in the clerk's office of the county in which the land described in it is situated; and thereupon, and on the payment or deposit by the company of the sums to be paid as compensation for the land, and for costs, expenses and counsel fees as aforesaid, and as directed by said order, the company shall be entitled to enter upon, take possession of, and use the said land for the purpose of its

incorporation, during the continuance of its corporate existence, by virtue of this or any other act; and all persons who have been made parties to the proceedings shall be divested and barred of all right, estate and interest in such real estate, during the corporate existence of the company as aforesaid. All real estate acquired by any company under and pursuant to the provisions of this act, for the purposes of its incorporation, shall be deemed to be acquired for public use. Within twenty days after the confirmation of the report of the commissioners, as provided for in theseventeenth section of this act, either party may appeal, by notice in writing to the other, to the supreme court, from the appraisal and report of the commissioners. Such appeal shall be heard by the supreme court at any general or special term thereof, on such notice thereof being given, according to the rules and practice of said court. On the hearing of such appeal, the court may direct a new appraisal before the same or new commissioners in its discretion; the second report shall be final and conclusive on all the parties interested. If the amount of the compensation to be made by the company is increased by the second report, the difference shall be a lien on the land appraised, and shall be paid by the company to the parties entitled to the same, or shall be deposited in the bank, as the court shall direct; and if the amount is diminished, the difference shall be refunded to the company by the party to whom the same may have been paid; and judgment therefor may be rendered by the court, on the filing of the second report, against the party liable to pay the same. Such appeal shall not affect the possession by such company of the land appraised; and when the same is made by others than the company, it shall not be heard, except on a stipulation of the party appealing not to disturb such possession.

§ 19. If there are adverse and conflicting claimants to the money, or any part of it, to be paid as compensation for the real estate taken, the court may direct the money to be paid into the said court by the company, and may determine who is entitled to the same, and direct to whom the same shall be paid; and may in its discretion, order a reference to ascertain the facts on which such determination and order are to be made.

§ 20. The court shall appoint some competent attorney to appear for, and protect the rights of any party in interest who is unknown, or whose residence is unknown, and who has not appeared in the proceedings by an attorney or agent. The court shall also have power at any time to amend any defect or informality in any of the special proceedings authorized by this act, as may be necessary; or to cause new parties to be added, and to direct such further notices to be given,

to any party in interest, as it deems proper; and also to appoint other commissioners in place of any who shall die, or refuse, or neglect to serve, or be incapable of serving.

§ 21. If, at any time after an attempt to acquire title by appraisal of damages or otherwise, it shall be found that the title thereby attempted to be acquired is defective, the company may proceed anew to acquire or perfect such title, in the same manner as if no appraisal had been made; and at any stage of such new proceedings, the court may authorize the corporation, if in possession, to continue in possession, and, if not in possession, to take possession, and use such real estate during the pendency and until the final conclusion of such new proceedings; and may stay all actions or proceedings against the company on account thereof, on such company paying into court a sufficient sum, or giving security, as the court may direct, to pay the compensation therefor when finally ascertained; and in every such case the party interested in such real estate may conduct the proceedings to a conclusion, if the company delays or omits to prosecute the same.

§ 22. Every company formed under this act, before constructing any part of their road into or through any county named in their articles of association, shall make a map and profile of the route intended to be adopted by such company in such county, which shall be certified by the president and engineer of the company, or a majority of the directors, and filed in the office of the clerk of the county in which the road is to be made. The company shall give written notice to all actual occupants of the land over which the route of the road is so designated, and which has not been purchased by or given to the company, of the route so designated. Any party feeling aggrieved by the proposed location, may, within fifteen days after receiving written notice as aforesaid, apply to a justice of the supreme court, out of court, by petition, duly verified, setting forth his objections to the route designated; and the said justice may, if he considers sufficient cause therefor to exist, appoint three disinterested persons, one of whom must be a practical engineer, commissioners to examine the proposed route, and, after hearing the parties, to affirm or alter the same, as may be consistent with the just rights of all parties and the public; but no alteration of the route shall be made, except by the concurrence of the commissioner who is a practical civil engineer. The determination of the commissioners shall, within thirty days after their appointment, be made and certified by them, and the certificate filed in the office of the county clerk. Said commissioners shall each be entitled to three dollars per day for their

expenses and services, to be paid by the person who applied for their appointment; and if the proposed route of the road is altered or changed by the commissioners, the company shall refund to the applicant the amount so paid.

§ 23. The directors of every company formed under this act may, by a vote of two-thirds of their whole number, at any time alter or change the route, or any part of the route of their road, if it shall appear to them that the line can be improved thereby; and they shall make and file in the clerk's office of the proper county, a survey, map and certificate of such alteration or change; and shall have the same right and power to acquire title to any lands required for the purposes of the company, in such altered or changed route, as if the road had been located there in the first instance; and no such alteration shall be made in any city or village, after the road shall have been constructed, unless the same is sanctioned by a vote of two-thirds of the common council of said city or trustees of said village; and in case of any alteration made in the route of any railroad after the company has commenced grading, compensation shall be made to all persons for injury so done to any lands that may have been donated to the company. All the provisions of this act relative to the first location, and to acquiring title to land, shall apply to every such new or altered portion of the route.

§ 24. Whenever the track of a railroad constructed by a company formed under this act shall cross a railroad, a highway, turnpike, or plank-road, such highway, turnpike or plank-road may be carried under or over the track, as may be found most expedient; and in cases where an embankment or cutting shall make a change in the line of such highway, turnpike or plank-road desirable, with a view to a more easy ascent or descent, the said company may take such additional lands for the construction of such road, highway, turnpike or plank-road on such new line as may be deemed requisite by the directors. Unless the lands so taken shall be purchased for the purposes aforesaid, compensation therefor shall be ascertained in the manner prescribed in this act for acquiring title to real estate, and duly made by said corporation to the owners and persons interested in such lands. The same, when so taken, shall become a part of such intersecting highway, turnpike or plank-road, in such manner and by such tenure as the adjacent parts of the same highway, turnpike or plank-road may be held for highway purposes.

§ 25. The commissioners of the land office shall have power to grant to any railroad company formed under this act, any land belonging to the people of this state, which may be required for the

purposes of their road, on such terms as may be agreed on by them; or such company may acquire title thereto by appraisal, as in the case of lands owned by individuals; and if any land belonging to a county or town is required by any company for the purposes of the road, the county or town officers having the charge of such land may grant such land to such company, for such compensation as may be agreed upon.

§ 26. In case any title or interest in real estate required by any company formed under this act, for the purpose of its incorporation, shall be vested in any trustee not authorized to sell, release and convey the same, or in any infant, idiot, or person of unsound mind, the supreme court shall have power, by a summary proceeding on petition, to authorize and empower such trustee, or the general guardian or committee of such infant, idiot, or person of unsound mind, to sell and convey the same to such company, for the purposes of its incorporation, on such terms as may be just; and in case any such infant, idiot, or person of unsound mind, has no general guardian or committee, the said court may appoint a special guardian or committee for the purpose of making such sale, release or conveyance, and may require such security from such general or special guardian or committee as said court may deem proper. But before any conveyance or release authorized by this section shall be executed, the terms on which the same is to be executed shall be reported to the court, on oath; and if the court is satisfied that such terms are just to the party interested in such real estate, the court shall confirm the report, and direct the proper conveyance or release to be executed, which shall have the same effect as if executed by an owner of said land having legal power to sell and convey the same.

§ 27. No company formed under this act shall lay down, or use in the construction of their road, any iron rail of less weight than fifty-six pounds to the lineal yard, except for turnouts, sidings and switches.

§ 28. Every corporation formed under this act, shall, in addition to the powers conferred on corporations in the third title of the eighteenth chapter of the first part of the Revised Statutes, have power:

1. To cause such examination and surveys for its proposed railroad to be made, as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers or agents and servants, to enter upon the lands or waters of any person, but subject to responsibility for all damages which shall be done thereto.

2. To take and hold such voluntary grants of real estate and other property as shall be made to it, to aid in the construction, maintenance and accommodation of its railroad; but the real estate received

by voluntary grant shall be held and used for the purposes of such grant only.

3. To purchase, hold and use all such real estate and other property as may be necessary for the construction and maintenance of its railroad, and the stations and other accommodations necessary to accomplish the objects of its incorporation; but nothing herein contained shall be held as repealing, or in any way affecting the act entitled "An act authorizing the construction of railroads upon Indian lands," passed May 12, 1836.

4. To lay out its road not exceeding six rods in width, and to construct the same; and for the purposes of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the road, and to cut down any standing trees that may be in danger of falling on the road, making compensation therefor as provided in this act for lands taken for the use of the company.

5. To construct their road across, along, or upon any stream of water, water-course, street, highway, plank road, turnpike or canal, which the route of its road shall intersect or touch; but the company shall restore the stream or water-course, street, highway, plank-road and turnpike thus intersected or touched, to its former state, or to such state as not unnecessarily to have impaired its usefulness. Every company formed under this act shall be subject to the power vested in the canal commissioners by the seventeenth section of chapter two hundred and seventy-six of the Session Laws of eighteen hundred and thirty-four. Nothing in this act contained shall be construed to authorize the erection of any bridge, or any other obstructions across, in or over any stream or lake navigated by steam or sail boats, at the place where any bridge or other obstructions may be proposed to be placed; nor to authorize the construction of any railroad not already located in, upon or across any streets in any city, without the assent of the corporation of said city.

6. To cross, intersect, join and unite its railroad with any other railroad before constructed, at any point on its route, and upon the grounds of such other railroad company, with the necessary turnouts, sidings and switches, and other conveniences in furtherance of the objects of its connections. And every company whose railroad is or shall be hereafter intersected by any new railroad, shall unite with the owners of such new railroad in forming such intersections and connections, and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same

shall be ascertained and determined by commissioners, to be appointed by the court as is provided in this act in respect to acquiring title to real estate.

7. To take and convey persons and property on their railroad by the power or force of steam or of animals, or by any mechanical power, and to receive compensation therefor.

8. To erect and maintain all necessary and convenient buildings, stations, fixtures and machinery for the accommodation and use of their passengers, freights and business.

9. To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor; but such compensation, for any passenger and his ordinary baggage, shall not exceed three cents per mile.

10. From time to time to borrow such sums of money as may be necessary for completing and finishing or operating their railroad, and to issue and dispose of their bonds for any amount so borrowed, and to mortgage their corporate property and franchises to secure the payment of any debt contracted by the company for the purposes aforesaid; and the directors of the company may confer on any holder of any bond issued for money borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of said company, at any time not exceeding ten years from the date of the bond, under such regulations as the directors may see fit to adopt.

§ 29. Whenever the railroad of any company formed under this act shall run parallel or nearly parallel to any canal of this state, and within thirty miles of such canal, the company owning such railroad shall pay to the canal fund, on all property transported upon its railroad other than the ordinary baggage of passengers, the same tolls upon that portion of the road running parallel to the canal, that would have been payable to the state if such property other than baggage had been transported on any such canal; and every such company shall make returns, at such times and in such manner as the commissioners of the canal fund shall prescribe, of all the property transported on its railroad, except ordinary baggage of passengers; and the said commissioners are authorized and required to prescribe the manner in which such tolls so payable to the canal fund by such company, shall be collected and paid, and to enforce the collection and payment thereof, and to make such regulations as they shall deem proper for that purpose; and every such company that shall neglect or refuse to comply with any such regulations, shall forfeit to the people of this state the sum of five hundred dollars for every day it shall so neglect or refuse; and in every case of such forfeiture, it shall be the duty of

the attorney-general to prosecute such company for the penalty in the name of the people.

§ 30. Every conductor, baggage master, engineer, brakeman, or other servant of any railroad corporation employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed. No conductor or collector, without such badge, shall be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office; and no officer or servant without such badge, shall have authority to meddle or interfere with any passenger, his baggage or property.

§ 31. Every railroad corporation formed under this act, shall make an annual report to the state engineer and surveyor of the operations of the year ending on the thirtieth day of September, which report shall be verified by the oaths of the treasurer, or president, and acting superintendent of operations, and be filed in the office of the state engineer and surveyor by the first day of December in each year, and shall state :

1. The amount of capital as by charter.
2. The amount of stock subscribed.
3. The amount paid in as by last report.
4. The total amount now of capital stock paid in.
5. The funded debt by last report.
6. The total amount now of funded debt.
7. The floating debt as by last report.
8. The amount now of floating debt.
9. The total amount now of funded and floating debt.
10. The average rate per annum of interest on funded debt.

Cost of road and equipment.

11. For graduation and masonry by last report.
12. The total amount now expended for the same.
13. The amount for bridges by last report.
14. The total amount now expended for the same.
15. The amount for superstructure, including iron, by last report.
16. Total amount now expended for the same.
17. For passenger and freight stations, building and fixtures, by last report.
18. Total amount now expended for the same.
19. For engine and car houses, machine shops, and machinery and fixtures, by last report.

20. Total amount now expended for the same.
21. For land, land damages and fences, by last report.
22. Total amount now expended for the same.
23. For locomotives, and fixtures, and snow plows, by last report.
24. Total amount now expended for the same.
25. For passenger and baggage cars, by last report.
26. Total amount now expended for the same.
27. For freight cars, as by last report.
28. Total amount now expended for the same.
29. For engineering and agencies, by last report.
30. Total amount now expended for the same.
31. Total cost of road and equipment.

Characteristics of Road.

32. Length of road.
33. Length of road laid.
34. Length of double track, including sidings.
35. Length of branches owned by the company laid.
36. Length of double track on the same.
37. Weight of rail by yard on main track.
38. The number of engine houses and shops, of engines and cars, and their character.

39. It shall also be the duty of each corporation to transmit to the state engineer and surveyor the following maps, profiles and drawings exhibiting the characteristics of their roads; the map to show the length and direction of each straight line, and the length and radius of each curve; also the point of crossing of each town and county line, and the length of line in each town and county, accurately determined by measurements to be taken after the completion of the road. The profile to be on the map, and shall show the grade line and surface of ground in the usual method, also the elevation of grades above tides at each change in the inclination thereof. The maps and profile to be made on a scale of five hundred feet to one-tenth of a foot; vertical scale of profile to be one hundred feet to one-tenth of a foot. For all roads or parts of roads now done, or in operation, the said maps shall be returned on or before the first day of January next; and for all roads now in progress, or which may hereafter be constructed, the said maps and profile shall be returned within three months after the same or any portion thereof shall be in use.

Doings of the year in transportation, and total miles run.

40. Miles run by passenger trains.
41. Miles run by freight trains.
42. The rate of fare for passengers, charged for the respective classes, per mile.
43. Number of passengers carried in cars.
44. Number of miles traveled by passengers.
45. Number of tons of two thousand pounds of freight carried in cars.
46. Number of miles carried, or total movement of freight in miles; all to be accurately compiled from the daily records or evidences of earnings, manifest and way bills.
47. Average rate of speed adopted by ordinary passenger trains, including stops.
48. Average rate of speed adopted by ordinary passenger trains when in motion.
49. Average rate of speed adopted by express trains, including stops.
50. Average rate of speed adopted by express trains when in motion.
51. Average rate of speed adopted by freight trains, including stops.
52. Average rate of speed adopted by freight trains when in motion.
53. Average weight in tons of two thousand pounds of passenger trains, exclusive of passengers and baggage.
54. Average weight in tons of freight trains, exclusive of freight.
55. The amount of freight, specifying the quantity in tons, of the products of the forest, of animals, of vegetable food, other agricultural products, manufactures, merchandise and other articles.

Expenses of maintaining the road or real estate of the corporation.

56. For repairs of road-bed and railway, excepting cost of iron, which shall be the cost of labor and materials used during the year; also use and cost of engines engaged in ballasting; also the renewal and repairs of gravel and stone cars, and all items of cost connected with keeping the road in order.
57. For depreciation of way.
58. Length, in feet, of iron used in renewals, with weight and cost.
59. Repairs of buildings.
60. Repairs of fences and gates.
61. Taxes on real estate.
62. Total expense of maintaining road or real estate for the year.
63. Expenses of machinery or personal property of the corporation.
64. Repairs of engines and tenders.

65. Depreciation of engines and tenders.
66. Repairs of passenger and baggage cars.
67. Depreciation of passenger and baggage cars.
68. Repairs of freight cars.
69. Depreciation of freight cars.
70. Repairs of tools and machinery in shops.
71. Incidental expenses, including fuel, oil, clerks, watchmen about shops.
72. Total expenses of repairs of machinery.
73. Office expenses, stationery.
74. Agents and clerks.
75. Labor, handling freight, loading and unloading.
76. Porters, watch and switchmen.
77. Wood and water station attendance.
78. Conductors, baggage and brakemen.
79. Enginemen and firemen.
80. Fuel, first cost, and labor preparing for use.
81. Oil and waste for engines and tenders.
82. Oil and waste for freight cars.
83. Oil and waste for baggage and passenger cars.
84. Loss and damage of goods and baggage.
85. Damages for injuries of persons.
86. Damages to property, including damages by fire, cattle killed on road.
87. General superintendence.
88. Contingencies.
89. Total expenses of operating road.
90. The above statements are to be made without reference to the sums actually received or paid during the year. The following statement of the earnings and cash receipts and payments are required :
 91. From passengers.
 92. From freight.
 93. From other sources.
94. The above to be stated without reference to the amount actually collected.
 95. Receipts during the year from freight.
 96. From passengers.
 97. From other sources, specifying what, in detail.
 98. Payments for transportation expenses.
 99. For interest.
100. Dividends on stock, amount and rate per cent.

101. Payments to surplus fund, and total amount of said fund.

102. The number of persons injured in life and limb, and the cause of the injury, and whether passengers or persons employed.

Whether any such accidents have arisen from carelessness or negligence of any persons in the employment of the corporation, and whether such person is retained in the service of the corporation.

103. It shall be the duty of the state engineer and surveyor to arrange the information contained in such reports in tabular form, and prepare the same, together with the said reports, in a single document, for printing, for the use of the legislature, and report the same to the legislature on the first day of its session in each year.

104. All the items under the heads of expenses of maintaining the road or real estate of the corporation, expenses of machinery or personal property of the corporation, expenses of use of road and machinery or operating the road, shall be carried out under two heads, the one showing the cost of freight transportation, the other the cost of passenger transportation.

105. The provisions of this section shall apply to all existing railroad corporations; and the report of the said existing railroad corporations, made in pursuance of the provisions of this section, shall be deemed to be a full compliance with any existing law or resolution requiring annual reports to be made by such corporation.

§ 32. Any such corporation which shall neglect to make the report as is provided in the preceding section, shall be liable to a penalty of two hundred and fifty dollars, to be sued for in the name of the people, for their use.

§ 33. The legislature may, when any such railroad shall be opened for use, from time to time, alter or reduce the rate of freight, fare, or other profits upon such road; but the same shall not, without the consent of the corporation, be so reduced as to produce with said profits less than ten per centum per annum on the capital annually expended; nor unless, on an examination of the amounts received and expended, to be made by the state engineer and surveyor, and the comptroller, they shall ascertain that the net income derived by the company from all sources for the year then last past shall have exceeded an annual income of ten per cent upon the capital of the corporation actually expended.

§ 34. Any such corporation shall, when applied to by the post-master general, convey the mails of the United States on their road or roads respectively; and in case such corporations shall not agree as to the rate of transportation therefor, and as to the time, rate of speed,

manner and condition of carrying the same, it shall be lawful for the governor of this state to appoint three commissioners, who, or a majority of them, after fifteen days' notice in writing of the time and place of meeting to the corporation, shall determine and fix the prices, terms and conditions aforesaid; but such price shall not be less for carrying said mails in the regular passenger trains, than the amount which such corporation would receive as freight on a like weight of merchandise transported in their merchandise trains, and a fair compensation for the post-office car. And in case the postmaster-general shall require the mail to be carried at other hours, or at a higher speed than the passenger trains are run, the corporation shall furnish an extra train for the mail, and be allowed an extra compensation for the expenses, and wear and tear thereof, and for the service, to be fixed as aforesaid.

§ 35. If any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling-house, as the conductor shall elect, on stopping the train.

§ 36. Every such corporation shall start and run their cars for the transportation of passengers and property, at regular times, to be fixed by public notice; and shall furnish sufficient accommodations for the transportation of all such passengers and property, as shall, within a reasonable time previous thereto, be offered for transportation at the place of starting and the junctions of other railroads, and at usual stopping places established for receiving and discharging way passengers and freights for that train; and shall take, transport and discharge such passengers and property at, from and to such places, on the due payment of the freight or fare legally authorized therefor; and shall be liable to the party aggrieved, in an action for damages, for any neglect or refusal in the premises.

§ 37. A check shall be affixed to every parcel of baggage, when taken for transportation, by the agent or servant of such corporation, if there is a handle, loop or fixture so that the same can be attached upon the parcel or baggage so offered for transportation, and a duplicate thereof given to the passenger or person delivering the same on his behalf; and if such check be refused on demand, the corporation shall pay to such passenger the sum of ten dollars, to be recovered in a civil action; and, further, no fare or toll shall be collected or received from such passenger, and if such passenger shall have paid his fare, the same shall be refunded by the conductor in charge of the train

and on producing said check, if his baggage shall not be delivered to him, he may himself be a witness in any suit brought by him, to prove the contents and value of said baggage.

§ 38. In forming a passenger train, baggage, freight, merchandise, or lumber cars shall not be placed in rear of the passenger cars; and if they or any of them shall be so placed, the officer or agent who so directed, or knowingly suffered such arrangement, and the conductor of the train, shall be deemed guilty of a misdemeanor, and be punished accordingly.

§ 39. A bell shall be placed on each locomotive engine, and be rung at the distance of at least eighty rods from the place where the railroad shall cross any traveled public road or street, and be kept ringing until it shall have crossed such road or street; or a steam whistle shall be attached to each locomotive engine, and be sounded at least eighty rods from the place where the railroad shall cross any such road or street, except in cities, and be sounded at intervals until it shall have crossed such road or street, under a penalty of twenty dollars for every neglect of the provisions of this section, to be paid by the corporation owning the railroad, to be sued for by the district attorney of the county, within ten days after such penalty was incurred; one-half thereof to go to the informer, and the other half to the county; and said corporation shall also be liable for all damages which shall be sustained by any person by reason of such neglect, one-half of which penalty shall be chargeable to and collected by the company of the engineer having charge of the train, where the omission of duty consists in not sounding the whistle or ringing the bell.

§ 40. Every such corporation shall cause boards to be placed, well supported by posts or otherwise, and constantly maintained across each traveled public road or street where the same is crossed by the railroad, on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers; and on each side of such boards shall be painted in capital letters, of at least the size of nine inches each, the words, "Railroad crossing, look out for the cars." But this section shall not apply to streets in cities or villages, unless the corporation shall be required to put up such boards by the officers having charge of such streets.

§ 41. If any person shall, while in charge of a locomotive engine running upon the railroad of any such corporation, or while acting as the conductor of a car or train of cars on any such railroad, be intoxicated, he shall be deemed guilty of a misdemeanor.

§ 42. If any person or persons shall willfully do, or cause to be done any act or acts whatever, whereby any building, construction or work of any railroad corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending shall be guilty of a misdemeanor, and shall forfeit and pay to the said corporation treble the amount of damages sustained by means of such offense.

§ 43. All penalties imposed by this act may be sued for in the name of the people of the state of New York; and if such penalty be for a sum not exceeding one hundred dollars, then such suit may be brought before a justice of the peace, and may be commenced by serving a summons on any director of such company.

§ 44. Every corporation formed under this act, shall erect and maintain fences on the sides of their road, of the height and strength of a division fence required by law, with openings or gates or bars therein, and farm crossings of the road for the use of the proprietors of lands adjoining such railroad; and also construct and maintain cattle-guards at all road crossings, suitable and sufficient to prevent cattle and animals from getting on to the railroad. Until such fences and cattle-guards shall be duly made, the corporation and its agents shall be liable for all damages which shall be done by their agents or engines to cattle, horses, or other animals thereon; and after such fences and guards shall be duly made and maintained, the corporation shall not be liable for any such damages, unless negligently or willfully done; and if any person shall ride, lead or drive any horse or other animal upon such road, and within such fences and guards, other than at farm crossings, without the consent of the corporation, he shall, for every such offense, forfeit a sum not exceeding ten dollars, and shall also pay all damages which shall be sustained thereby to the party aggrieved. It shall not be lawful for any person, other than those connected with or employed upon the railroad, to walk along the track or tracks of any railroad, except where the same shall be laid along public roads or streets.

§ 45. Every corporation shall, within a reasonable time after their road shall be constructed, cause to be made:

A map and profile thereof, and of the land taken or obtained for the use thereof, and file the same in the office of the state engineer and surveyor; and also like maps of the parts thereof located in different counties, and file the same in the offices for recording deeds in the county in which such parts of said road shall be. Every such

map shall be drawn on a scale, and on paper, to be designated by the state engineer and surveyor, and certified and signed by the president or engineer of such corporation.

§ 46. In case any passenger on any railroad shall be injured while on the platform of a car, or on any baggage, wood, or freight car, in violation of the printed regulations of the company posted up at the time in a conspicuous place inside of its passenger cars then in the train, such company shall not be liable for the injury; provided said company at the time furnished room inside its passenger cars sufficient for the proper accommodation of the passengers.

§ 47. If any corporation formed under this act shall not, within two years after its articles of association are filed and recorded in the office of the secretary of state, begin the construction of its road, and expend thereon ten per cent on the amount of its capital or shall not finish the road and put it in operation in five years from the time of filing its articles of association as aforesaid, its corporate existence and power shall cease.

§ 48. The legislature may at any time annul or dissolve any incorporation formed under this act; but such dissolution shall not take away or impair any remedy given against any such corporation, its stockholders or officers for any liability which shall have been previously incurred.

§ 49. All existing railroad corporations within this state shall respectively have and possess all the powers and privileges contained in this act; and they shall be subject to all the duties, liabilities and provisions not inconsistent with the provisions of their charter, contained in sections nine, thirteen, fourteen, fifteen, sixteen, seventeen, eighteen, nineteen, twenty, twenty-one, twenty-three, twenty-four, twenty-five, twenty-six, twenty-seven, twenty-eight (except subdivision nine), thirty, thirty-one, thirty-two, thirty-three, thirty-four, thirty-five, thirty-six, thirty-seven, thirty-eight, thirty-nine, forty, forty-one, forty-two, forty-three, forty-four, forty-five, forty-six, of this act.

§ 50. The act entitled "An act to authorize the formation of railroad corporations," passed March 26, 1848, and the acts amending the same, are hereby repealed; but all railroad companies formed under said act are hereby continued in existence, in the same manner as if said acts were not repealed; and such companies shall be subject to all the provisions, and shall have the same powers, rights and privileges, and be subject to the same duties as if they had been incorporated under this act; and the time limited by said act for the expenditure of ten per cent of their capital stock, is hereby extended

two years from the passage of this act; and the time limited in said section of said law for their completion, is hereby extended to five years from the passage of this act; and also the time for completing any railroad organized previous to March 27, 1848, whose road was under contract prior to February 1, 1850, to be completed within the time prescribed by its charter, is hereby extended for one year.

§ 51. Nothing in this act contained shall authorize or permit the New York and Erie Railroad Company to abandon the use of their road in the county of Rockland, east of Suffern's depot.

§ 52. This act shall take effect immediately.

Section 20, relating to tolls, was repealed by act, chapter 497, Laws of 1851.

Chap. 19.

AN ACT in relation to railroad corporations.

Passed February 13, 1851.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Whenever two railroad companies shall, for a portion of their respective lines, embrace the same location of line, they may by agreement provide for the construction of so much of said line as is common to both of them by one of the companies, and for the manner and terms upon which the business thereon shall be performed. Upon the making of such agreement, the company that is not to construct the part of the line which is common to both, may alter and amend its articles of association so as to terminate its line at the point of intersection, and may reduce its capital to a sum not less than ten thousand dollars for each mile of the road proposed to be constructed in such amended articles of association.

§ 2. Whenever, after due examination, it shall be ascertained by the directors of any railroad company, organized under the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed March 26th, 1848, or under the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2d, 1850, that a part of the line of their railroad proposed to be made between any two points in this state, ought to be located and constructed in an adjoining state, it may be so located and constructed by a vote of two-thirds of all the directors, and the sections of said railroad within the state shall be

deemed a connected line, according to the articles of association, and the directors may reduce the capital specified in their articles of association to such amount as may be deemed proper, but not less than the amount required by law for the number of miles of railroad to be actually constructed in this state.

§ 3. Any railroad company formed under the act entitled "An act to authorize the formation of railroad corporations," passed March 26th, 1848, and which is duly continued in existence, when at least ten thousand dollars for every mile of its railroad proposed to be constructed in this state, shall be in good faith subscribed to its capital stock, and ten per cent thereof paid in, may apply to the court for the appointment of commissioners, and the court shall thereupon appoint commissioners, and all subsequent proceedings may be had to obtain the title to lands necessary for its construction, to the same extent and in the same manner, as if the whole amount of the capital stock specified in its articles of association was in like manner subscribed.

§ 4. In case any railroad shall occupy or cross any turnpike or plank-road, the railroad company shall pay such turnpike or plank-road company all damages the turnpike or plank-road company may sustain by reason of the occupancy or crossing such turnpike or plank-road, the damages to be ascertained and paid in the same manner as is provided by law for the assessment and payment of damages in case of taking private property for the use of railroad companies.

§ 5. This act shall take effect immediately.

Chap. 497.

AN ACT to abolish tolls on railroads.

Passed July 10, 1851.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall not be necessary for any railroad company in this state to pay any sums of money into the treasury of this state on account of the transportation of property on any railroad on and after the first day of December, in the year eighteen hundred and fifty-one.

§ 2. It shall not be necessary after the said first day of December next for any railroad company to make to the comptroller monthly statements of the property carried on its railroad.

§ 3. All acts and parts of acts requiring the payment of state tolls by any railroad company for the transportation of property on any railroad are, after the said first day of December next, so far as they conflict with this act, hereby repealed.

Chap. 53.

AN ACT to amend an act entitled "An act in relation to railroad corporations," passed February 13, 1851.

Passed March 25, 1853.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The third section is hereby amended by inserting after the word "1848" the words or "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850, so that said section as amended shall read as follows: Any railroad company which, prior to the passage of this act, has been duly formed under the act entitled "An act to authorize the formation of railroad corporations," passed March 27, 1848, or "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850, and which is duly continued in existence, when at least ten thousand dollars for every mile of its railroad, proposed to be constructed in this state, shall be in good faith subscribed to its capital stock, and ten per cent thereof paid in, may apply to the court for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title to lands necessary for its construction, to the same extent and in the same manner as if the whole amount of the capital stock specified in its articles of association was in like manner subscribed.

§ 2. This act shall take effect immediately.

Chap. 62.

AN ACT to regulate the construction of roads and streets
across railroad tracks.

Passed March 29, 1853.

The People of the State of New York, represented in Senate and Assembly do enact as follows :

SECTION 1. It shall be lawful for the authorities of any city, village or town in this state, who are by law empowered to lay out streets and highways, to lay out any street or highway across the track of any railroad now laid or which may hereafter be laid, without compensation to the corporation owning such railroad; but no such street or highway shall be actually open for use until thirty days after notice of such laying out has been served personally upon the president, vice-president, treasurer or a director of such corporation.

§ 2. It shall be the duty of any railroad corporation, across whose track a street or highway shall be laid out as aforesaid, immediately after the service of said notice, to cause the said street or highway to be taken across their track, as shall be most convenient and useful for public travel, and to cause all necessary embankments, excavations and other work to be done on their road for that purpose; and all the provisions of the act, passed April second, eighteen hundred and fifty, in relation to crossing streets and highways, already laid out, by railroads, and in relation to cattle-guards and other securities and facilities for crossing such roads, shall apply to streets and highways hereafter laid out.

§ 3. If any railroad corporation shall neglect or refuse, for thirty days after the service of the notice aforesaid, to cause the necessary work to be done and completed, and improvements made on such streets or highways across their road, they shall forfeit and pay the sum of twenty dollars for every subsequent day's neglect or refusal, to be recovered by the officers laying out such street or highway, to be expended on the same; but the time for doing said work may be extended, not to exceed thirty days, by the county judge of the county in which such street or highway, or any part thereof, may be situated, if, in his opinion, the said work cannot be performed within the time limited by this act.

§ 4. This act shall take effect immediately.

Chap. 502.

AN ACT to authorize stockholders of railroad and plank-road companies to make payments upon mortgages in process of foreclosure against such companies, and thereupon to become interested in said mortgages.

Passed June 30, 1853.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Whenever default shall be made by any railroad or plank-road company in the payment of principal or interest of any bonds of such company, which are secured by a mortgage of the property of such company, it shall be lawful for each and every stockholder of said company, at any time during the process of such foreclosure, to pay to the mortgagees named in such mortgage, for the use and benefit of the holder and holders of such bonds, such a proportion of the sum due and of the sum secured to be paid by the whole of the bonds secured by such mortgage as such stockholders' stock shall bear to the whole stock of said company; and on so paying, such stockholder shall, to the extent of such payment, become and be interested in said mortgage and protected thereby

§ 2. In case of the foreclosure of any mortgage given by any railroad or plank-road company to secure the payment of any bond of such company, any stockholder of such company shall, for the period of six months after the sale under such foreclosure, have the right on paying to the purchaser or purchasers at or under such sale, or to the mortgagees named in such mortgage, for the use and benefit of said purchaser or purchasers, a sum equal to such proportion of the price paid on such sale, and the costs and expenses thereof, as such stockholders' stock in said company shall bear to the whole capital stock of said company; and on so paying, such stockholder shall be entitled to have the same relative amount of stock or interest in said railroad or plank-road company and its road, franchises and other property.

Chap. 140.

AN ACT relative to the construction of railroads in cities.

Passed April 4, 1854.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The common councils of the several cities of this state shall not hereafter permit to be constructed in either of the streets or avenues of said city a railroad for the transportation of passengers, which commences and ends in said city, without the consent thereto of a majority in interest of the owners of property upon the streets in which said railroad is to be constructed being first had and obtained. For the purpose of determining what constitutes said majority in interest, reference shall be had to the assessed value of the whole located upon such street or avenue.

§ 2. After such consent is obtained, it shall be lawful for the common council of the city in which such street or avenue is located to grant authority to construct and establish such railroad upon such terms, conditions and stipulations in relation thereto as such common council may see fit to prescribe. But no such grants shall be made except to such person or persons as shall give adequate security to comply in all respects with the terms, conditions and stipulations so to be prescribed by such common council, and will agree to carry and convey passengers upon such railroad at the lowest rates of fare. Nor shall such grants be made until after public notices of intention to make the same, and of the terms, conditions and stipulations upon which it will be given, and inviting proposals therefor at a specified time and place, shall be published under the direction of the common council in one or more of the principal newspapers published in the city in which said railroad is proposed to be authorized and constructed.

§ 3. This act shall not be held to prevent the construction, extension or use of any railroad in any of the cities of this state which have already been constructed in part, but the respective parties and companies by whom such roads have been in part constructed and their assigns are hereby authorized to construct, complete, extend and use such roads in and through the streets and avenues designated in the respective grants, licenses, resolutions or contracts under which the same have been so in part constructed, and to that end the grants, licenses and resolutions aforesaid are hereby confirmed.

§ 4. This act shall take effect immediately.

Chap. 282.

AN ACT to amend the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850.

Passed April 15, 1854.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The fifth section of the said act is hereby amended, so as to read as follows:

§ 5. There shall be a board of thirteen directors of every corporation formed under this act, to manage its affairs; and said directors shall be chosen annually, by a majority of the votes of the stockholders voting at such election, in such manner as may be prescribed in the by-laws of the corporation, and they may and shall continue to be directors until others are elected in their places. In the election of directors, each stockholder shall be entitled to one vote, personally or by proxy, on every share held by him thirty days previous to any such election; and vacancies in the board of directors shall be filled in such manner as shall be prescribed by the by-laws of the corporation. The inspectors of the first election of directors shall be appointed by the board of directors named in the articles of association. No person shall be a director unless he shall be a stockholder, owning stock absolutely in his own right, and qualified to vote for directors at the election at which he shall be chosen; and at every election of directors, the books and papers of such company shall be exhibited to the meeting, if a majority of the stockholders present shall require it. And whenever the purchaser or purchasers of the real estate, track and fixtures of any railroad corporation which has heretofore been sold, or may be hereafter sold, by virtue of any mortgage executed by such corporation, or execution issued upon any judgment or decree of any court, shall acquire title to the same in the manner prescribed by law, such purchaser or purchasers may associate with him and them any number of persons, and make and acknowledge and file articles of association, as prescribed by this act, such purchaser or purchasers and their associates shall thereupon be a corporation, with all the powers, privileges and franchises, and be subject to all the provisions of said act.

§ 2. The fifteenth section of the act aforesaid is hereby amended, and shall read as follows:

§ 15. On presenting such petition to the supreme court as aforesaid, with proof of service of a copy thereof and notice as aforesaid, all or any of the persons whose estates or interests are to be affected by the proceedings may show cause against granting the prayer of the petition, and may disprove any of the facts alleged in it. The court shall hear the proofs and allegations of the parties, and if no sufficient cause is shown against granting the prayer of the petition, it shall make an order for the appointment of three disinterested and competent freeholders, who reside in the county or some adjoining county where the premises to be appraised are situated, commissioners to ascertain and appraise the compensation to be made to the owners or persons interested in the real estate proposed to be taken in such county for the purposes of the company, and to fix the time and place for the first meeting of the commissioners.

§ 3. The sixteenth section of said act is hereby amended to read as follows :

§ 16. The commissioners shall take and subscribe the oath prescribed by the twelfth article of the constitution. Any one of them may issue subpoenas and administer oaths to witnesses ; a majority of them may adjourn the proceedings before them, from time to time, in their discretion. Whenever they meet, except by the appointment of the court or pursuant to adjournment, they shall cause reasonable notice of such meetings to be given to the parties interested, or their agent or attorney. They shall view the premises described in the petition, and hear the proofs and allegations of the parties, and reduce the testimony taken by them, if any, to writing, and after the testimony in each case is closed, they or a majority of them, all being present, shall, without any unnecessary delay, and before proceeding to the examination of any other claim, ascertain and determine the compensation which ought justly to be made by the company to the owner or persons interested in the real estate appraised by them ; and in fixing the amount of such compensation, said commissioners shall not make any allowance or deduction on account of any real or supposed benefits which the parties in interest may derive from the construction of the proposed railroad, or the construction of the proposed improvement connected with such road for which such real estate may be taken. They, or a majority of them, shall also determine what sum ought to be paid to the general or special guardian or committee of an infant, idiot or person of unsound mind, or to an attorney appointed by the court to attend to the interests of any unknown owner or party in interest, not personally served with notice of the proceedings, and

who has not appeared, for costs, expenses and counsel fees. The said commissioners shall make a report of their proceedings to the supreme court, with the minutes of the testimony taken by them, if any; and they shall each be entitled to five dollars for their services and expenses for every day they are actually engaged in the performance of their duties, to be paid by the company.

§ 4. In case any railroad company, the line or route of whose road has been surveyed and designated, and the certificate thereof duly filed as required by law, is unable to agree for the purchase of any real estate required for its roadway, the said corporation shall have the right to acquire title to the same by the special proceedings prescribed in the act hereby amended; and all real estate acquired by any railroad corporation, under and pursuant to the provisions of this act, for the objects and purposes herein expressed, shall be deemed to be acquired for public use. But this section shall not be so construed as to apply to any real estate in the city of Buffalo, situate between Main and Michigan streets.

§ 5. In all cases of appraisal under this act, and the act hereby amended, where the mode or manner of conducting all or any of the proceedings to the appraisal, and the proceedings consequent thereon, are not expressly provided for by the statute, the courts before whom such proceedings may be pending shall have the power to make all the necessary orders, and give the proper directions to carry into effect the object and intent of this and the aforesaid act; and the practice in such cases shall conform, as near as may be, to the ordinary practice in such courts.

§ 6. When any proceedings of appraisal shall have been commenced, no change of ownership by voluntary conveyance or transfer of the real estate or any interest therein, or of the subject-matter of the appraisal, shall in any manner affect such proceedings, but the same may be carried on and perfected as if no such conveyance or transfer had been made or attempted to be made.

§ 7. A bell shall be placed on each locomotive engine run on any railroad, and rung at the distance of at least eighty rods from the place where the railroad shall cross any traveled public road or street on the same level with the railroad, and be kept ringing until it shall have crossed such road or street; or a steam whistle shall be attached to each locomotive engine, and be sounded at least eighty rods from the place where the railroad shall cross any such traveled public road or street upon the same level with the railroad, except in cities, and be sounded at intervals until it shall have crossed such road or street;

and every neglect to comply with the foregoing provisions shall subject the corporation owning the railroad to a fine not exceeding twenty dollars, in the discretion of the court having cognizance of the offense; and every engineer having charge of the engine, for every neglect to comply with the requirements aforesaid, shall be fined not exceeding fifty dollars, or imprisoned in the county jail not exceeding sixty days, in the discretion of the court before which any indictment may be tried; and the said corporation shall, moreover, be liable for all damages which shall be sustained by any person by reason of such neglect.

All the penalties herein before mentioned may be sued for in the name of the people of the state of New York, by the district attorney of the county wherein the same shall accrue, within ten days thereafter; and in case such district attorney shall omit or neglect to sue for such fine or fines within the time aforesaid, then it may and shall be lawful for any person aggrieved to sue therefor in the name of the overseers of the poor of the town wherein any such fine or fines shall have accrued, which, when recovered, shall be paid to the said overseers of the poor, for the benefit of the poor of said town. And in case such person shall fail to make out and maintain any such action, it shall be the duty of the court before whom any such action shall be had to enter a judgment against the complainant for the costs of said action.

§ 8. Every railroad corporation, whose line of road is open for use, shall, within three months after the passage of this act, and every railroad company formed or to be formed, but whose lines are not now open for use, shall, before the lines of such railroad are opened, erect and thereafter maintain fences on the sides of their roads, of the height and strength of a division fence, as required by law, with openings or gates, or bars therein at the farm crossings of such railroad, for the use of the proprietors of the lands adjoining such railroads, and shall also construct, where the same has not already been done, and hereafter maintain, cattle-guards at all road crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs from getting on to such railroad. And so long as such fences and cattle-guards shall not be made, and when not in good repair, such railroad corporation and its agents shall be liable for damages which shall be done by the agents or engines of any such corporation to any cattle, horses, sheep or hogs thereon; and when such fences and guards shall have been duly made and shall be kept in good repair, such railroad corporation shall not be liable for any such damages, unless negli-

gently or willfully done. A sufficient post and wire fence of requisite height shall be deemed a lawful fence, within the provisions of this section; but no railroad corporation shall be required to fence the sides of its roads, except when such fence is necessary to prevent horses, cattle, sheep and hogs from getting on to the track of the railroad from the lands adjoining the same.

§ 9. But it shall be the duty of every owner of land adjoining any railroad, who has received, or whose grantor has received a specific sum as compensation for fencing along the line of land taken for the purpose of said railroad, and has agreed to build and maintain a lawful fence on the line of said road, to build and maintain such fence; and if said owner, his heir or assign, shall not build said fence within thirty days after he has been notified so to do by the said railroad corporation, or shall neglect to maintain said fences, if built, said corporations shall build and thereafter maintain such fence, and may maintain a civil action against the person so neglecting to build or maintain said fence, to recover the expense thereof.

§ 10. Every railroad company which shall have had unclaimed freight, not perishable, in its possession for a period of one year at least, may proceed to sell the same at public auction, and out of the proceeds may retain the charges of transportation and storage of such freight, and the expenses of advertising and sale thereof; but no such sale shall be made until the expiration of four weeks from the first publication of notice of such sale in the state paper, and also in a newspaper published at or nearest the place at which such freight was directed to be left, and also at the place where such sale is to take place; and said notice shall contain a description of such freight, the place at which and the time when the same was left, as near as may be, together with the name of the owner or person to whom consigned, if known; and the expenses incurred for advertising shall be a lien upon such freight, in a ratable proportion, according to the value of each article or package or parcel, if more than one.

§ 11. In case such unclaimed freight shall, in its nature, be perishable, then the same may be sold as soon as it can be, on giving the notice required in the preceding section, after its receipt at the place where it was directed to be left.

§ 12. Such railroad company shall make an entry of the balance of the proceeds of the sale, if any, of each parcel of freight owned by or consigned to the same person, as near as can be ascertained, and at any time within five years thereafter shall refund any surplus so retained to

the owner of such freight, his heirs or assigns, on satisfactory proof of such ownership.

§ 13. Whenever two railroad companies shall, for a portion of their respective lines, embrace the same location of line, or whenever by the connection of two or more railroads, the same points of termination are reached by railroad communication, any two such railroads may, by agreement, provide for the construction of so much of said line as is common to both of them by one of the companies, and for the manner and terms upon which the business thereon shall be performed. Any road so connecting may alter and amend its articles of association, so as to terminate at the point of intersection, and may reduce its capital to a sum not less than ten thousand dollars for each mile of the road constructed, or proposed to be constructed in such amended articles of association. This section shall not be so construed as to apply to any railroad company or companies, so far as its or their line of road or roads are within the bounds of any incorporated city of this state.

§ 14. Every railroad corporation in this state shall, within thirty days after this act shall take effect, designate some person, residing in each of the counties through or into which such railroad may run, on whom process, to be issued by a justice of the peace, may be served, and shall file such designation in the office of the clerk of the county where the person so designated shall reside, and a copy of such designation, duly certified by such clerk, shall be evidence of such appointment, and the service of any process upon the person so designated or named, to be issued by any justice of the peace in any civil action or matter of which such justice may have jurisdiction, shall be as valid and effectual as if served upon the president or any director of any such corporation, as now provided by law.

§ 15. In all cases where such designation shall not be made as aforesaid, and where no officer of such corporation shall reside in the county, on whom process can be served according to the existing provisions of law, the process mentioned in the next preceding section may be served on any local superintendent of repairs, freight agent, agent to sell tickets, or station keeper of such corporation, residing in such county, which service shall be as effectual in all respects as if made on the president or any director of such corporation.

§ 16. The tenth section of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, is hereby amended to read as follows:

§ 10. Each stockholder of any company formed under this act shall be individually liable to the creditors of such company, to an amount equal to the amount unpaid on the stock held by him, for all the debts and liabilities of such company, until the whole amount of the capital stock so held by him shall have been paid to the company, and all the stockholders of any such company shall be jointly and severally liable for the debts due or owing to any of its laborers and servants, other than contractors, for personal services for thirty days' service performed for such company, but shall not be liable to an action therefor before an execution shall be returned unsatisfied in whole or in part against the corporation, and the amount due on such executions shall be the amount recoverable, with costs, against such stockholders; before such laborer or servant shall charge such stockholder for such thirty days' service, he shall give him notice in writing within twenty days after the performance of such service, that he intends so to hold him liable, and shall commence such action therefor within thirty days after the return of such execution unsatisfied, as above mentioned; and every such stockholder against whom any such recovery by such laborer or servant shall have been had, shall have a right to recover the same of the other stockholders in said corporation, in ratable proportion to the amount of the stock they shall respectively hold with himself; and all laws whereby the stockholders, officers and agents of any railroad corporation are made individually liable for the debts or liabilities of such corporation beyond the provisions contained in the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, and the acts amending the same, are hereby repealed.

§ 17. The directors of any railroad company whose track crosses any of the canals of this state, and the present grade thereof shall be raised in consequence of directions given by the canal commissioners, may, with the assent of the said canal commissioners, lay out a new line of road for the purpose of crossing such canal on a more favorable grade, and may extend such new line and connect the same with any other line of road owned by the same company, and a survey, map and certificate of such new or altered line shall be made and filed in the clerk's office of the proper county; and such company shall have the same right and power to acquire title to any lands required for the purposes of such company, under the provisions of this section, as it would have in the location of a line of road in the first instance; and all the provisions of the act hereby amended, relative to acquiring title to land for railroad purposes, shall apply to

such new or altered line; and all lands acquired by any railroad company by appraisal, for passenger and freight depots, shall be held by such company in fee; but no new line or route of road can be laid out and established, as contemplated in this section, in any city or village, unless the same be sanctioned by a vote of two-thirds of the common council of said city, or trustees of said village, nor shall any railroad company be compelled to abandon any existing line of road in consequence of establishing such new line of road.

§ 18. Section thirty-nine of the act hereby amended is repealed, but this repeal shall not affect any action or proceeding heretofore commenced under said section.

§ 19. This act shall take effect immediately.

Chap. 302.

AN ACT in relation to railroads held under lease.

Passed April 12, 1855, three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Any railroad corporation created by the laws of this state, or its successors, now being the lessee of the road of any other railroad corporation, may take, surrender, or transfer of the capital stock of the stockholders, or any of them, in the corporation whose road is held under lease, and issue in exchange therefor the like additional amount of its own capital stock at par, or on such other terms and conditions as may be agreed upon between the two corporations; and whenever the greater part of the capital stock of any such corporation shall have been so surrendered or transferred, the directors of the corporations taking such surrender or transfer, shall thereafter, on a resolution electing so to do, to be entered on their minutes, become *ex officio* the directors of the corporation whose road is so held under lease, and shall manage and conduct the affairs thereof, as provided by law; and whenever the whole of the said capital stock shall have been so surrendered or transferred, and a certificate thereof filed in the office of the secretary of state, under the common seal of the corporation to whom such surrender or transfer shall have been made, the estate, property, rights, privileges and franchises of the said corporation, whose stock shall have been so surrendered or transferred, shall thereupon vest in, and be held and enjoyed by the said corporation to

whom such surrender or transfer shall have been made, as fully and entirely, and without change or diminution, as the same were before held and enjoyed, and be managed and controlled by the board of directors of the said corporation to whom such surrender or transfer of the said stock shall have been made, and in the corporate name of such corporation. The rights of any stockholder, not so surrendering or transferring his stock, shall not be in any way affected hereby; nor shall existing liabilities, or the rights of creditors of the corporation, whose stock shall have been so surrendered, be in any way affected or impaired by this act.

§ 2. This act shall not be construed as applying to or embracing the Rochester and Genesee Valley railroad, nor any part thereof, and said road is hereby expressly excepted from the operation of the same.

§ 3. This act shall take effect immediately.

Chap. 474.

AN ACT for the protection of immigrants, second class, steerage and deck passengers.

Passed April 13, 1855, three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

•SECTION 1. It shall be the duty of all companies, associations and persons, hereafter undertaking to transport or convey, or engaged in transporting or conveying by railroad, steamboat, canal boat or propeller, any immigrant, second class, steerage, or deck passenger, from the city, bay or harbor of New York, to any point or place, distant more than ten miles therefrom, or from the cities of Albany, Troy and Buffalo, the town or harbor of Dunkirk, or the Suspension Bridge, to any other place or places, to deliver to the mayors of the city of New York, Albany, Troy and Buffalo, on or before the first day of April in each and every year, a written or printed statement of the price or rates of fare, to be charged by such company, association or person, for the conveyance of such immigrant, second class, steerage and deck passengers respectively, and the price per hundred pounds for the carriage of the luggage, and the weight of luggage to be carried free of such passengers from and to each and every place, from and to which any such company, association or person, shall undertake to transport and convey such passengers; and such prices or rates shall not exceed

the prices and rates charged by the company, association or person, after the time of delivering such statement to the said mayors; and such statement shall also contain a particular description of the mode and route by which such passengers are to be transported and conveyed, specifying whether it is to be by railroad, steamboat, canal boat or propeller, and what part of the route is by each, and also the class of passage, whether by immigrant trains, second class, steerage or deck passage. In case such companies, association or person, shall desire thereafter to make any change or alteration in the rates or prices of such transportation and conveyance, they shall deliver to the said mayors respectively a similar statement of the prices and rates as altered and changed by them; but the rates and prices so changed and altered, shall not be charged or received until five days after the delivery of the statement thereof, to the said mayors respectively.

§ 2. Every ticket, receipt or certificate which shall be made or issued by any company, association or person, for the conveyance of any immigrant, second class, steerage or deck passengers, or as evidence of their having paid for a passage, or being entitled to be conveyed from either or any of the points or places in the first section of this act mentioned to any other place or places, shall contain or have indorsed thereon, a printed statement of the names of the particular railroad or railroads, and of the line or lines of steamboats, canal boats and propellers, or of the particular boats or propellers, as the case may be, which are to be used in the transportation and conveyance of such passengers, and also the price or rate of fare charged or received for the transportation and conveyance of any such passenger or passengers with his or their luggage.

§ 3. It shall not be lawful for any person or persons to demand or receive, or bargain for the receipt of any greater or higher price or rate of fare for the transportation and conveyance of any such immigrant, second class, steerage, or deck passengers with their luggage, or either, from either or any of the points or places in the first section of this act mentioned, to any other point or place, than the prices or rates contained in the statements, which shall be delivered to the mayors of the cities of New York, Albany, Troy and Buffalo, and said commissioners respectively, as in the said first section provided for, or the price or rates which shall be established and fixed for the transportation and conveyance of such passengers and their luggage, or either by the proprietors or agents of the line or lines, or means of conveyance by which such passenger or passengers and their luggage are to be transported or conveyed. In all cases each immigrant over

four years of age conveyed by railroad, shall be furnished with a seat with permanent back to the same, and when conveyed by steamboat, propeller or canal boat, shall be allowed at least two and one-half feet square in the clear on deck. Such deck shall be covered and made water-tight over head, and shall be properly protected at the outsides either by curtains or partitions, and shall be properly ventilated.

§ 4. Any company, association, person or persons violating or neglecting to comply with any of the provisions of the first or second sections of this act, shall be liable to a penalty of two hundred and fifty dollars for each and every offense, to be sued for and recovered in the name of the people of this state; and every person violating any of the provisions of the third section of this act shall be deemed guilty of a misdemeanor, and on conviction thereof, the person offending may be punished by a fine of two hundred and fifty dollars, or by imprisonment not exceeding one year, or by both fine and imprisonment, in the discretion of the court; one-half of which fines when recovered shall be paid to the informer and the other half into the county treasury where the action shall be tried or the conviction had.

§ 5. It shall be the duty of every magistrate who shall issue a warrant for the apprehension of any person or persons for violating the provisions of the third section of this act, within twenty-four hours after such person or persons shall have been taken and brought before him, to take the testimony of any witness who may be offered to prove the offense charged, in the presence of the accused, who may, in person or by counsel, cross-examine such witness. The testimony so taken shall be signed by the witness, and be certified by the magistrate, and in case such magistrate shall commit the accused to answer the charge, he shall immediately thereafter file the testimony so taken with the district attorney of the county in which the offense was committed, to be used on the trial of or any further proceedings against the accused; and the testimony so taken shall be deemed valid and competent for that purpose, and be read and used with the like effect as if such witness were orally examined on such trial or proceedings. After the testimony of any witness shall be so taken, he shall not be detained, nor be imprisoned, or compelled to give any recognizance for his future appearance as a witness on any trial or proceeding thereafter to be had in the premises.

§ 6. The commissioners of emigration shall, from time to time, designate some one place in the city of New York, as they shall deem proper for the landing of emigrant passengers, and it shall be lawful

for such passengers to be landed at such place so designated by the commissioners of emigration.

§ 7. The commissioners of emigration shall have authority to purchase, lease, construct and occupy such wharves, piers, and other accommodations in the city of New York, as may be necessary for the accommodation of emigrant passengers for the purposes mentioned in the last preceding section.

§ 8. Whenever the health officer shall give notice in writing to the owner or owners, consignee or consignees, master, commander or persons having charge of any vessel having emigrant passengers on board such vessel, to land such passengers at any pier or place in the city of New York designated specially by the commissioners of emigration for the landing of emigrant passengers, it shall not be lawful to land such passengers at any other pier or place, and the owners and master of any vessel from which passengers shall be landed, in violation of the provisions of this section, shall be subject to a penalty of five hundred dollars for each and every violation thereof, to be sued for and recovered, with costs of suit, in the name of the commissioners of emigration, in any court having cognizance thereof; the said penalty when recovered to be applied and used by the said commissioners for the purposes for which said commissioners are constituted.

§ 9. All acts or parts of acts inconsistent with the provisions of this act are hereby repealed.

§ 10. This act shall take effect immediately.

Chap. 478.

AN ACT authorizing a change of the grade of railroads in certain cases.

Passed April 14, 1855.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Whenever the grade of any railroad shall be changed under the direction of the canal commissioners, at any point where such road crosses, or shall cross any canal, or canal feeder, except in the city of Buffalo, it shall be lawful for the directors of the company owning such railroads to alter the grade of such road, on each, or either side of the place where such change shall have been so made by order of the canal commissioners, for such distance and in such

manner as the said directors may deem necessary. And the directors of any railroad company shall also be authorized at any time, to change the grade of any part of their road except in the city of Buffalo, in such manner as they may deem necessary to avoid accidents, and to facilitate the use of such road; any and all damages arising from such alteration to be appraised in same manner as provided in the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same;" and in the several acts amendatory thereof.

Chap. 499.

AN ACT in relation to the stealing and forging of railroad tickets.

Passed April 14, 1855.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Every person who shall be convicted of stealing, taking and carrying away any railroad passenger ticket or tickets, prepared for sale to passengers, previous to or after the sale thereof, being the personal property of any railroad company, or of any other corporation or corporations, or of any person or persons, shall be adjudged guilty of grand or petit larceny, as prescribed in the next following section.

§ 2. If the price or prices authorized to be charged for such ticket or tickets, on a sale thereof, shall exceed the sum of twenty-five dollars, such price or prices shall be deemed the value of such ticket or tickets, and the offense of stealing, taking and carrying away the same, shall be adjudged grand larceny, and the person convicted of the same shall be imprisoned in a state prison for a term not exceeding five years; but if such price or prices shall only amount to twenty-five dollars or under, the offense of stealing, taking and carrying away such ticket or tickets, shall be adjudged guilty of petit larceny, and the person convicted of the same shall be punished by imprisonment in the county jail not exceeding six months, or by a fine not exceeding one hundred dollars, or by both such fine and imprisonment.

§ 3. Railroad passenger tickets of any railroad company, as well before the same shall have been issued to its receivers or other agents for sale as after, and whether indorsed by such receivers or other

agents or not, are to be deemed railroad tickets within the meaning of this act.

§ 4. Every person who shall be convicted of having forged, counterfeited or falsely altered any railroad ticket mentioned or referred to in either of the preceding sections of this act, or of having sold, exchanged or delivered for any consideration, any such forged or counterfeited railroad tickets, knowing the same to be forged or counterfeited, with intent to injure or defraud, or of having offered any such forged or counterfeited railroad ticket for sale, exchange or delivery, for any consideration, with the like knowledge and intent, or of having received any such forged or counterfeited railroad ticket upon a sale, exchange or delivery, for any consideration, with the like knowledge and intent, shall be adjudged guilty of forgery in the third degree, and shall be punished in like manner as is prescribed by law in cases of conviction of forgery in the third degree.

§ 5. Every person who shall have in his possession any such forged or counterfeited railroad ticket as mentioned or referred to in the next preceding section, knowing the same to be forged, counterfeited or falsely altered, with intention to injure or defraud by uttering the same as true or false, or by causing the same to be uttered, or by the use of the same to procure a passage in the cars of the railroad company by which such ticket purports to have been issued, shall be subject to the punishment provided by law for forgery in the fourth degree.

§ 6. This act shall take effect immediately.

Chap. 185.

AN ACT to prevent extortion by railroad companies.

Passed March 27, 1857.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Any railroad company which shall ask and receive a greater rate of fare than that allowed by law, shall forfeit fifty dollars, which sum may be recovered, together with the excess so received, by the party paying the same; but it shall be lawful, and not construed as extortion, for any railroad company to take the legal rate of fare for one mile for any fractional distance less than a mile.

§ 2. This act shall take effect immediately.

Chap. 444.

AN ACT further to amend the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

Passed April 14, 1857.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall be lawful for any mortgagee of any railroad and the franchises thereof, to become the purchaser of the same, at any sale thereof under the mortgage, upon foreclosure by advertisement, or under a judgment or decree, or otherwise, and to hold and convey the same, with all the rights and privileges belonging thereto or connected therewith.

§ 2. Whenever there shall be one or more of the estates enumerated in article one of title two of chapter one of the second part of the Revised Statutes, entitled "Of the creation and division of estates," in any land required by any railroad company for the purpose of its incorporation, such company may acquire such estate and land by means of the special proceedings authorized by the act hereby amended. In every such case the railroad company, in addition to the statements now required by said act, shall set forth and state in its petition the facts in relation to any such estate, and the person, persons or class of person, then in being or not in being, who are or may become entitled, in any contingency, to any estate as aforesaid in such land, and may pray that such estate may be acquired, and such persons may be bound by the said proceedings; and thereupon the court to whom such petition is presented, if there be no attorney appearing in their behalf shall appoint some competent and disinterested attorney or officer of the court to appear in such proceedings and represent the rights, interests and estate of the person, persons, or class of persons aforesaid in any such land, and to protect the same, on the appraisal and proceedings aforesaid; and it shall be the duty of the court, on or after the confirmation of the report of appraisal, to ascertain by such report, or by a reference for that purpose, or otherwise, in its discretion, the rights, interests and estates of such person, persons or class of persons, in the land so appraised, and in the compensation awarded therefor, and to make an order determining the amount or share of such compensation to which such person, persons or class of persons are, or may become, entitled on account of

such estate, as the same shall arise or become vested in them respectively, and to direct, and to provide for the payment, investment or securing thereof, for the benefit of the person, persons or class of persons aforesaid, who are, or may in the contingency upon which such estate arises, become entitled thereto; upon the company paying or securing such amount or share, in the manner directed by such order of the court, it shall be deemed to have acquired, and shall be vested with the estate which such person, persons or class of persons have, or may be entitled to in said land, and they shall be barred of and from all right or claim in and to such land. Any railroad corporation in this state may acquire the title in fee, by the special proceedings herein before mentioned, to any land which it may require for roadway and for necessary buildings, depots and freight grounds.

§ 3. Every railroad company which shall have had unclaimed freight or baggage not perishable, in its possession for the period of at least one year, may proceed and sell the same at public auction, after giving notice to that effect in the state paper once a week for not less than four weeks, and for a like period in a newspaper other than the state paper, published at the place designated for the sale, and also in one published in the city of New York. (Said notice shall contain, as near as practicable, a description of such freight or baggage, the place and time when left, together with the name of the owner of the freight, or person to whom consigned, if the same be known.) All moneys arising from the sale of freight or baggage as aforesaid, after deducting therefrom charges and expenses for transportation, storage, advertising, commissions for selling the property, and the amount previously paid for the loss or non-delivery of freight or baggage, shall be deposited by the company making such sale, accompanied with a report thereof, and proofs of advertisement, with the comptroller, for the benefit of the general fund of the state, and shall be held by him in trust for reclamation by the persons entitled, or who may become entitled, to receive the same. No sale as herein provided shall be valid unless a copy of the notice above specified shall be served upon the comptroller for at least two weeks prior to the time designated for such sale.

§ 4. In case such unclaimed freight or baggage shall, in its nature, be perishable, then the same may be sold as soon as it can be, at the best terms that can be obtained.

§ 5. This act shall take effect immediately.

Chap. 470.

AN ACT to prevent frauds in the sale of tickets to passengers upon railroads, steamboats and steamships.

Passed April 15, 1857.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. No person other than the agents or employes of railroad, steamboat or steamship companies of this state, duly appointed by them for that purpose, by a proper authority in writing, shall offer for sale, or sell within this state, any ticket or tickets or any printed or written instrument issued by or purporting to have been issued by any railroad, steamboat or steamship company in this state or elsewhere, for the transportation of any passenger or passengers, upon any such railroad, steamboat or steamship, or any instrument wholly or partly printed or written, delivered for the purpose or upon the pretense of the procurement to such passenger or passengers, of any such ticket or tickets, or in any other manner charge, take or receive any money as a consideration or price for such passage or for the procurement of such passage ticket or tickets; and no ticket or tickets or other evidence as aforesaid, shall be sold or offered for sale by the said agents or employes, except at the offices designated for that purpose by the said companies respectively, and at prices not exceeding their regular established rates.

§ 2. Whenever any person or persons shall be complained of and arrested for violating any of the provisions of the first section of this act, it shall be the duty of the magistrate, before whom such complaint is made, to take and reduce to writing, in the presence of the person or persons complained of, the evidence of any witness which may be offered, either on behalf of the prosecution or the party accused, and the depositions so taken shall be respectively subscribed by the witnesses making the same, and certified by the magistrate; and when so taken and certified, the said depositions shall be filed in the office of the clerk of the county in which the same shall be taken. Upon the trial of any person or persons charged with any offense under the provisions of this act, the testimony taken as aforesaid may be read by either party, with the like effect as if the said witness or witnesses were sworn in open court upon said trial, provided it shall appear therein that the witness or witnesses were, at the time of taking the same, residents of another state, territory or province, or are emigrat-

ing from a foreign country, or are residents of this state, and on their way to some other state, territory or province.

§ 3. Any person violating the provisions of this act shall, upon conviction, be deemed guilty of a misdemeanor, and be punished by a fine of not less than one hundred dollars, or by imprisonment of not less than three months, or by both such fine and imprisonment.

§ 4. This act shall take effect immediately.

Chap. 536.

AN ACT to amend chapter thirteen, part first, of the Revised Statutes, entitled "Of the assessment and collection of taxes," and chapter 176, Laws of 1851.

Passed April 15, 1857; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section six of title two of chapter thirteen of the first part of the Revised Statutes shall not be construed to apply to railroad corporations, except so far as that their real estate shall be assessed in the town or ward in which the same shall lie, in the same manner as the real estate of individuals; and whenever the financial condition of such corporation shall subject them to be assessed on personal estate, the assessment shall be made and declared by the assessors of the town or ward in which their principal office is situate; but the taxes accruing from such personal estate shall be divided and paid by the railroad corporations to the collectors of the several towns or wards through which their road shall pass, in proportion, as near as may be, to the length of the track of the road in such town or ward, as compared with the whole length thereof.

§ 2. Section seventeen of said title shall read as follows:

§ 17. The assessors shall complete the assessment rolls on or before the first day of August, in every year, and shall make out one fair copy thereof, to be left with one of their number. They shall forthwith cause notices thereof to be left with one of their number; they shall forthwith cause notices thereof to be put up at three or more public places in their town or ward; and in case the assessment roll shall include property belonging to a railroad corporation, they shall at the same time cause a like notice to be mailed to the treasurer thereof, or delivered to the railroad agent at the nearest station.

§ 3. Where the term "person" or "persons" is used in sections eighteen and twenty of said title two, and in sections five, six and seven of chapter one hundred and seventy-six of the laws of eighteen hundred and fifty-one, such term shall be construed to include corporations as well as individuals.

§ 4. Section eighteen of said title is amended by adding after the words "hear and determine" the words "in accordance with the rule prescribed by section fifteen of said title two."

§ 5. Section six of chapter one hundred and seventy-six, Laws of eighteen hundred and fifty-one, is hereby amended so as to read as follows:

§ 6. Whenever any person, on his own behalf or on behalf of those whom he may represent, shall apply to the assessors of any town or ward to reduce the value of his real and personal estate, as set down in the assessment roll, it shall be the duty of such assessors to examine such person under oath touching the value of his or their said real or personal estate; and after such examination, and such other supplementary evidence, under oath, as shall be presented by the party or person aggrieved, they shall fix the value thereof, at such sum as they may deem just, under the rule prescribed by section * of this title; but if such person shall refuse to answer any question as to the value of his real or personal estate, or the amount thereof, or present sufficient supplementary evidence, under oath, to justify a reduction, the said assessors shall not reduce the value of such real or personal estate. The examination so taken shall be written, and shall be subscribed by the person examined, and shall be filed in the office of the town clerk of the town or city in which such assessment shall be made; and any person who shall willfully swear false on such examination before the assessors, shall be deemed guilty of willful and corrupt perjury. It shall also be the duty of the assessors, whenever the valuation fixed to † them, after such examination, shall exceed that sworn to by the aggrieved party or person, to indorse on the written examination, the words "disagreed to by the undersigned assessors, under the rule prescribed for making assessments, by section fifteen, article two, title two, chapter thirteen, part one of the Revised Statutes, and in view of the obligations imposed by the deposition and oath, subscribed and made on the completion of the assessment roll, to which this disagreement refers." It shall be the duty of the assessors on the same occasion, to furnish the aggrieved party or person a duplicate copy of the

* Probable omission; so in original. † So in original.

before mentioned written examination, together with the indorsement of disagreement aforesaid, duly signed.

§ 6. The provisions of the twenty-three sections of title four, chapter thirteen of the first part of the Revised Statutes, shall not apply to railroad corporations. The said title is hereby amended by adding thereto the following sections:

§ 24. It shall be the duty of every railroad corporation of this state to deliver, on or before the first day of May, in each year, to the assessors of each town or ward into which any part of their road shall run, or in which they own or are in possession of real estate, a classified list of all real estate owned or in possession of said company in said town or ward, specifying:

1. The whole number of acres of land owned, possessed or appropriated for their use, with a valuation affixed to the same, deducting that which passes along or across highways, and such other portions if any, as are already devoted to public uses and purposes.

2. The whole length of their superstructure, its cost as at present constructed, and present estimated value, naming the percentage of depreciation, if any, and construing "superstructure" to mean the ties, chairs, rails, spikes, frogs and switches, whether such superstructure be laid on land or on artificial foundation.

3. The buildings belonging to the company or in their possession, describing them by location, with the estimated value, naming the percentage of depreciation, if any.

§ 25. In fixing the valuation of the property of any railroad corporation, the assessors shall regard the list named in the preceding section and its subdivisions, when such list shall be received as *prima facie* evidence of the value thereof; but such assessors shall, if they deem needful for the purpose of testing or altering the valuation thus rendered, avail themselves of other additional evidence, under oath, in reference to the completeness of the list, and the affixed valuation of the taxable property of such corporation; but in no case shall it be reduced below the sum stated in the list.

§ 26. In case any railroad company shall not, within thirty days after the first day of May in each year, furnish the list required by section twenty-four of this title, and its subdivisions, they shall be liable to a penalty of two hundred and fifty dollars, to be sued for and recovered before any court having jurisdiction thereof, by the assessors of the city, town or village where such neglect has occurred, for the* of the poor of the same town.

* Probable omission; so in the original.

§ 27. Sections six, seven, eight and nine, title three of said chapter thirteen, shall apply to railroad corporations, and it shall be the duty of collectors to require the "call" mentioned in section six, to be made either on the treasurer of such corporation, or the agent of the nearest station; and in addition to posting up advertisements in three public places, as mentioned in section eight, the collector shall serve a like written notice, as to time and place, on the treasurer or agent as aforesaid.

§ 28. All provisions of law, in regard to taxing railroad corporations, inconsistent with this act are hereby repealed.

§ 7. This act shall take effect immediately.

Chap. 633.

AN ACT to repeal the act entitled "An act to establish a board of railroad commissioners, and define their powers and duties," passed April fourteenth, eighteen hundred and fifty-five, and to authorize the appointment of a deputy by the state engineer and surveyor.

PASSED April 16, 1857; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The act entitled "An act to establish a board of railroad commissioners and to define their powers and duties," passed April fourteenth, eighteen hundred and fifty-five, is hereby repealed. Nothing contained in this bill shall exempt the various railroad corporations from the liabilities and expenses heretofore incurred in the execution of the duties pertaining to the office of railroad commissioners, but the comptroller shall levy and collect the sum in the manner prescribed by statute for the payment of such expenses.

§ 2. It shall be the duty of the railroad commissioner, appointed by the governor and senate under the provisions of the act aforesaid, to prepare for publication the annual report required by said act, for the fiscal year ending September thirtieth, eighteen hundred and fifty-six, and to superintend the printing of the same.

When the said report shall be printed it shall be the duty of said commissioner to transfer to the office of the state engineer and surveyor all the property, maps and papers now belonging to or on file in the office of the board of railroad commissioners. The said commissioner shall receive for his services in preparing and superintending the

printing of said report, the compensation fixed in the act hereby repealed; but the whole amount to be paid therefor shall not exceed one-quarter of the yearly salary and traveling expenses as therein specified. The said commissioner may also employ the requisite number of clerks to make up the tabulations and deductions required by law for said annual report, and the amount to be paid for clerks thus employed shall not exceed in the aggregate the sum of seven hundred dollars. The compensation of the commissioner and clerks as aforesaid shall be paid in the same manner as is now provided in chapter five hundred and twenty-six of laws of eighteen hundred and fifty-five.

§ 3. The state engineer and surveyor is hereby authorized to appoint a deputy who may perform any of the duties of state engineer and surveyor, except as commissioner, trustee, or member of any board, and who shall receive for his services a salary at the rate of two thousand dollars per annum.

§ 4. This act shall take effect immediately.

Chap. 110.

AN ACT to repeal parts of an act to amend chapter thirteen, part first, of the Revised Statutes, entitled of the assessment and collection of taxes, and chapter one hundred and seventy-six of the Laws of eighteen hundred and fifty-one, passed April fifteenth, eighteen hundred and fifty-seven.

Passed April 7, 1858.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Sections one and six of chapter five hundred and thirty-six of the Laws of eighteen hundred and fifty-seven are repealed, and that part of section two of the same chapter, which requires special notice to be given in case an assessment roll includes property belonging to a railroad corporation, is also repealed.

§ 2. This act shall take effect immediately.

Chap. 125.

AN ACT in relation to sleeping cars on railroads.

Passed April 7, 1858.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Any patentee of a sleeping car, or his legal representative, may place his car upon any railroad of this state, with the assent in the company owning such road. Such patentee, or his legal repre-

sentative, may charge for the use of said car, in all cases, to each passenger occupying the same, forty cents, which sum shall entitle such passenger to the use of a berth for one hundred miles; and the said patentee, or his legal representative, may charge at and after the rate of three mills for every additional mile, but in no case shall the charge exceed eighty cents.

§ 2. The railroad companies permitting the use of such cars shall, nevertheless, keep sufficient first class cars of other kinds for the convenient use and occupation of all passengers not wishing to use a sleeping car. And the tickets issued for the use of the sleeping cars shall have plainly written or printed thereon, "sleeping car," and all persons using a sleeping car shall be furnished with such tickets.

§ 3. No railroad corporation shall be interested in the additional sum paid for the use of berths in sleeping cars, pursuant to the provisions of this act.

§ 4. Nothing in this act contained shall be so construed as to exonerate any railroad company from the payment of damages for injuries, in the same way and to the same extent they would be required to do by law if such cars were owned and provided by the company.

§ 5. The legislature may alter, amend or repeal this act.

§ 6. This act shall take effect immediately.

Chap. 10.

AN ACT relative to railroads in the city of New York.

Passed January 30, 1860.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall not be lawful hereafter to lay, construct, or operate any railroad in, upon, or along any or either of the streets or avenues of the city of New York, wherever such railroad may commence or end, except under the authority and subject to the regulations and restrictions which the legislature may hereafter grant and provide. This section shall not be deemed to affect the operation, as far as laid, of any railroad now constructed and duly authorized. Nor shall it be held to impair, in any manner, any valid grant for or relating to any railroad, in said city, existing on the first day of January, eighteen hundred and sixty.

§ 2. All acts and parts of acts inconsistent with this act are hereby repealed.

§ 3. This act shall take effect immediately.

Chap. 449.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

Passed April 22, 1862; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section twenty-seven of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 27. No company formed under this act shall lay down or use in the construction of their road any iron rail of less weight than fifty-six pounds to the lineal yard, except for turnouts, sidings and switches, and roads upon which steam power cannot by law be used; and on the last-mentioned roads such weight shall not be less than forty pounds to the lineal yard.

§ 2. This act shall take effect immediately.

Chap. 346.

AN ACT empowering railroad companies to employ police force.

Passed April 29, 1863.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Any railroad corporation on which road steam is used as the motive power may apply to the governor to commission such persons as the said corporation may designate, to act as policemen for said corporation.

§ 2. The governor, upon such application, may appoint such persons or so many of them as he may deem proper to be such policemen, and shall issue to such person or persons so appointed a commission to act as such policemen.

§ 3. Every policeman so appointed shall, before entering upon the duties of his office, take and subscribe the oath prescribed in the twelfth article of the constitution; such oath, with a copy of the commission, shall be filed with the secretary of state, and a certificate thereof by said secretary be filed with the clerk of each county through or into which the railroad for which such policeman is appointed may run, and in which it is intended he shall act; and such

policemen shall severally possess all the powers of policemen in the several towns, cities, and villages in which they shall be authorized to act as aforesaid.

§ 4. Such railroad police shall, when on duty, severally wear a metallic shield with the words "railway police" and the name of the corporation for which appointed, inscribed thereon; and said shield shall always be worn in plain view except when employed as detectives.

§ 5. The compensation of such police shall be paid by the companies for which the policemen are respectively appointed, as may be agreed on between them.

§ 6. Whenever any company shall no longer require the services of any policeman so appointed as aforesaid, they may file a notice to that effect in the several offices in which notice of such appointment was originally filed, and thereupon the power of such officer shall cease and be determined.

Chap. 243.

AN ACT to amend chapter one hundred and forty-six of the Laws of eighteen hundred and fifty-six, and chapter four hundred and fifty-four of the Laws of eighteen hundred and fifty-seven, authorizing the construction of a bridge across the Hudson river at Albany.

Passed April 20, 1864; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Hudson River Bridge Company at Albany is hereby authorized to remove the site of its bridge from the place now located for the construction thereof, to a line running across the Hudson river, under the provisions of this act, south of the north boundary line of the city of Albany, and not more than one hundred feet north of the north line of Lumber street in said city, at a proper height of not less than twenty feet above ordinary common tide-water, to be ascertained and fixed by the state engineer and surveyor as hereinafter provided.

§ 2. It shall be the duty of the state engineer and surveyor, when requested so to do by the said corporation, to ascertain and fix upon the proper place for the construction of said bridge across said river, and also upon the proper height thereof so as to comply with the requirements of this act. The determination of the state engineer and surveyor, in regard to the location and height of said bridge,

shall be reduced to writing, and signed and acknowledged by him and filed in the office of the clerk of Albany county, and thereupon said corporation shall have the right to proceed in the construction of such bridge at the place so located therefor, and shall not be restrained by any court or officer by injunction or otherwise in the work of such construction, unless such injunction shall be granted by the supreme court sitting in a judicial district of this state, at a general term of said court, nor unless at least eight days' previous notice of the time and place of the hearing of the application for such injunction shall have been served upon said corporation, with the papers upon which such application shall be founded; and application for such injunction may be made as aforesaid at a general term in any judicial district in the state.

§ 3. This act shall take effect immediately.

Chap. 582.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

Passed May 5, 1864; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Subdivision five of section twenty-eight of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended by adding thereto the following: "Nor to authorize any such railroad company to construct its road upon and along any highway, without the order of the supreme court of the judicial district in which said highway is situated, made at a special term of said court, after at least ten days' notice in writing of the intention to make application for said order shall have been given to the commissioners of highways of the town in which said highway is situated.

§ 2. And when the railroad of any railroad corporation shall be leased to any other railroad company, or to any person or persons, such lessee shall maintain fences on the sides of the road so leased, of the height and strength of a division fence, as required by law, with openings or gates, or bars therein, at the farm crossings of such railroad, for the use of the proprietors of the lands adjoining such railroads, and shall also construct, where the same has not already been done, and hereafter maintain cattle-guards at all road crossings, suitable and

sufficient to prevent horses, cattle, sheep, and hogs from getting on to such railroad. And so long as such fences and cattle-guards shall not be made, and when not in good repair, such lessees and their agents shall be liable for damages which shall be done by the agents or engineers of any such corporation, to any cattle, horses, sheep, or hogs thereon; and when such fences and guards shall have been duly made, and shall be kept in good repair, such lessee shall not be liable for any such damages, unless negligently or willfully done. A sufficient post and wire fence of requisite height shall be deemed a lawful fence, within the provisions of this section; but no lessees of a railroad corporation shall be required to fence the sides of said roads except when such fence is necessary to prevent horses, cattle, sheep, and hogs from getting on to the track of the railroad, from the lands adjoining the same.

§ 3. Every railroad company whose line of road shall exceed forty continuous miles in length shall, for the better comfort of passengers, provide in such passenger car a suitable receptacle for water, with a cup or drinking utensil attached upon or near such receptacle, and shall keep the said receptacle, while said car is in use, constantly supplied with cool water; and any company failing to obey the provisions of this section shall, for each offense or omission as aforesaid, forfeit as a penalty the sum of twenty-five dollars; one-half of said penalty to be paid to the informer, and the remaining one-half to the overseer of the poor of the county in which judgment shall have been recovered. And any railroad company whose main route of road does not exceed fifteen miles may elect seven of its stockholders as a board of directors to manage its affairs at any annual election after the passage of this act.

§ 4. Section sixteen of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 16. The commissioners shall take and subscribe the oath prescribed by the twelfth article of the constitution. Any of them may issue subpoenas and administer oath to witnesses; a majority of them may adjourn the proceedings before them from time to time, in their discretion.

Whenever they meet, except by the appointment of the court, or pursuant to adjournment, they shall cause reasonable notice of such meetings to be given to the parties interested, or their agent or attorney.

They shall view the premises described in the petition, and hear the

proofs and allegations of the parties, and reduce the testimony taken by them, if any, to writing, and after the testimony in such case is closed, they, or a majority of them, all being present, shall, without any unnecessary delay, and before proceeding to the examination of any other claim, ascertain and determine the compensation which ought justly to be made by the company to the owners or persons interested in the real estate appraised by them; and in fixing the amount of such compensation, said commissioners shall not make any allowance or deduction on account of any real or supposed benefits which the parties interested may derive from the construction of the proposed railroad, or the construction of the proposed improvement connected with such road for which such real estate may be taken.

They, or a majority of them, shall also determine what sum ought to be paid to the general or special guardian or committee of an infant, idiot, or person of unsound mind, or to an attorney appointed by the court to attend to the interests of any unknown owner or party in interest, not personally served with notice of the proceedings, and who has not appeared, for costs, expenses, and counsel fees. The said commissioners shall make a report of their proceedings to the supreme court, with the minutes of the testimony taken by them, if any; and they shall be entitled to five dollars for services and expenses for every day they are actually engaged in the performance of their duties, to be paid by the company, except where the owners or persons interested in the real estate fail to have awarded them more than the amount of compensation offered them by the company before the appointment of commissioners, then to be paid by the said owners or persons interested, or if not paid by them, to be paid by the company and deducted from the amount awarded.

§ 5. Section forty-seven of chapter one hundred and forty of the Laws of eighteen hundred and fifty is hereby amended so as to read as follows:

§ 47. If any corporation formed under this act shall not, within five years after its articles of association are filed and recorded in the office of the secretary of state, begin the construction of its road, and expend thereon ten per cent on the amount of its capital, or shall not finish its road and put it in operation in seven years from the time of filing its articles of association as aforesaid, its corporate existence and powers shall cease.

This extension of time shall apply to all corporations whose articles of association have been filed within five years before the passage of this act.

§ 6. This act shall take effect immediately.

Chap. 259.

AN ACT to amend an act entitled "An act empowering railroad companies to employ police force," passed April 29th, 1863, so as to include steamboat companies.

Passed March 30, 1866.

The People of the State of New York, represented in Senate and Assembly do enact as follows :

SECTION 1. Section one of chapter three hundred and forty-six of the laws of one thousand eight hundred and sixty-three, is hereby amended so as to read as follows :

Any railroad corporation on which road steam is used as the motive power, and any steamboat company, may apply to the governor to commission such person or persons as the said corporation may designate, to act as policemen for said corporation ; but no more than one policeman shall be appointed at any one station of such company.

§ 2. Section three of said act is hereby amended so as to read as follows :

Every policeman so appointed shall, before entering upon the duties of his office, take and subscribe the oath prescribed in the twelfth article of the constitution ; such oath, with a copy of the commission, shall be filed with the secretary of state, and a certificate thereof, by said secretary, be filed with the clerk of each county through or into which the railroad or steamboat for which such policeman is appointed may run, and in which it is intended the said policemen shall act ; and such policemen shall severally possess all the powers of policemen in the several towns, cities and villages in which they shall be so authorized to act as aforesaid.

§ 3. Section four of said act is hereby amended so as to read as follows :

Such police shall, when on duty, severally wear a metallic shield, with the words " railway police," or " steamboat police," as the case may be, and the name of the corporation for which appointed, inscribed thereon, and said shield shall always be worn in plain view, except when employed as detectives.

Chap. 560.

AN ACT for the preservation of the health of animals for human food.

Passed April 13, 1866.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. No railroad company in this state, in the carrying and transportation of cattle, sheep or swine, shall confine the same in cars for a longer period than twenty-eight consecutive hours, unless delayed by storms or other accidental causes, without unloading for rest, water and feeding, for a period of at least ten consecutive hours. In estimating such confinement, the time the animals have been confined without such rest on connecting roads from which they are received shall be computed, it being the intention to prevent their continuous confinement beyond twenty-eight hours, except upon the contingencies herein stated. Nothing in this act contained shall require the unloading of cattle, sheep or swine from the cars of the Buffalo and State Line railroad before their arrival at Buffalo, and the Atlantic and Great Western railroad, before they arrive at Salamanca.

§ 2. Provided the owner or person in charge of said animals refuses or neglects to pay for the care and feed of animals so rested, the railroad company may charge such expense to the owner or consignee, and retain a lien upon the animals until the same is paid; and *provided further*, that no claim of damages for detention shall be recovered by the owner or shipper of any animals for the time they are detained under the provisions of this act.

§ 3. Any railroad company, owner, consignee, or person in charge of said cattle, sheep, or swine, who shall violate any provision of this act, shall, for each and every such violation, be liable for and forfeit and pay a penalty in the sum of one hundred dollars, to be sued for and collected in any court having jurisdiction, by any person, in the name of the people of the state of New York; one-half of the penalty, when collected, to belong to the informer, and the balance to be paid to the state treasurer of the state of New York.

§ 4. This act shall take effect immediately.

Chap. 697.

AN ACT supplementary to the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2d, 1850.

Passed April 20, 1866.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall be lawful for any number of persons, not less than ten, to form themselves into a company for constructing, maintaining, and operating a railway for public use, in the conveyance of persons and property, by means of a propelling rope or cable attached to stationary power, and upon compliance with the provisions of the first three sections of the act to which this is supplementary, they shall become a body corporate and politic, according to the provisions of said act; *Provided*, That the directors of any such company may be limited to any number not less than five, to be specified in the articles of association.

§ 2. Any such company may style itself by the name of the inventor or patentee of the particular method of propulsion used, together with such local designation as the associates may seem desirable, and shall, by such name set forth in their articles of association, have and enjoy all the powers and privileges and be subject to the liabilities mentioned in the aforesaid act, passed April second, eighteen hundred and fifty, so far as the same are comprised in the first twenty-six sections and the twenty-eighth section thereof.

§ 3. Companies formed under the provisions of this supplementary act may fix and collect rates of fare on their respective roads, not exceeding five cents for each mile or any fraction of a mile, for each passenger, and with right to a minimum fare of ten cents.

§ 4. It shall be lawful for any company formed under this act to construct and operate and maintain a road or roads in any other state or country in which the same does not conflict with the laws of such state or country; provided the assent of inventors or patentees are first obtained in the same manner and extent as would be necessary within the United States.

§ 5. Any company heretofore formed, or hereafter to be formed under the provisions of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, or the acts amendatory thereof, may extend the time for the continuance of such company

beyond the time mentioned in the original articles of association for such purpose, by the consent of two-thirds in amount of the stock held by the stockholders of said company in a certificate to be signed and proved or acknowledged by the stockholders signing the same, so as to entitle it to be recorded, which certificate shall be filed in the office of the secretary of state, who shall, upon such filing, record the same in the book kept in his office for the record of articles of association of railroad companies under said act, and make a memorandum of such record in the margin of the original articles of association in such book; and thereupon the time of the existence of such company shall be extended as designated in such certificate.

§ 6. This act shall take effect immediately.

Chap. 254.

AN ACT in relation to railroads held under lease.

Passed April 3, 1867; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Any railroad corporation created by the laws of this state, or its successors, now being the lessee of the road of any other railroad corporation, may take a surrender or transfer of the capital stock of the stockholders or any of them in the corporation whose road is held under lease, and issue in exchange therefor the like additional amount of its own capital stock at par, or on such other terms and conditions as may be agreed upon between the two corporations; and whenever the greater part of the capital stock of any such corporation shall have been so surrendered or transferred, the directors of the corporation taking such surrender or transfer, shall thereafter, on a resolution electing so to do, to be entered on their minutes, become *ex officio* the directors of the corporation whose road is so held under lease, and shall manage and conduct the affairs thereof as provided by law; and whenever the whole of the said capital stock shall have been so surrendered or transferred, and a certificate thereof filed in the office of the secretary of state, under the common seal of the corporation to whom such surrender or transfer shall have been made, the estate property, rights, privileges and franchises of the said corporation whose stock shall have been so surrendered or transferred, shall thereupon vest in and be held and enjoyed by the said corporation to whom

such surrender or transfer shall have been made, as fully and entirely, and without charge or diminution, as the same were before held and enjoyed, and be managed and controlled by the board of directors of the said corporation to whom such surrender or transfer of the said stock shall have been made, and in the corporate name of such corporation. The rights of any stockholder not so surrendering or transferring his stock, shall not be in any way affected hereby, nor shall existing liabilities or the rights of creditors of the corporation, where stock shall have been so surrendered or transferred, be in any way affected or impaired by this act.

§ 2. This act shall take effect immediately.

Chap. 483.

AN ACT to prevent injury and loss of life to persons on railroad cars, and in relation to a uniform for the employees thereof.

Passed April 22, 1867.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall be the duty of every railroad company or corporation in this state, and every railroad company or corporation running, or that may hereafter run its passenger cars in this state, to cause the platforms upon the ends of all passenger cars to be so constructed that when said cars shall be coupled together, or made up into trains and in motion, danger of injury to persons or loss of life between the ends of said cars, by falling between the platforms of said cars while passing from one car to another, shall, so far as practicable, be avoided. It shall be the duty of every railroad company operating a railroad in this state by the power of steam, to designate and prescribe such peculiar uniform or external apparel, to be worn by its officers, agents and employes, engaged in or about its passenger offices or stations, or on or about its trains upon its tracks, as shall plainly, to all travelers, distinguish all such persons; and such uniform or apparel shall also plainly indicate or distinguish the position or rank of the wearer in the employment of such company. It shall be the duty of every such person to provide and wear such apparel or uniform when employed as aforesaid. And every such company that shall fail to designate and prescribe such apparel or uniform, and to also cause

the same to be generally worn by all such persons, from and after six months from the passage of this act, shall forfeit to the people of this state and be liable to pay to the treasurer of this state, on the first day of January next following the expiration of said six months, and on every first day of January thereafter, the sum of ten thousand dollars. It shall be the duty of the attorney-general of this state, in the name of the people thereof, to sue for and recover said penalties for the benefit of the state. And in case of the refusal or omission of any person aforesaid to wear such uniform or apparel, as contemplated by this act, or to obey any reasonable rule or regulation of any such company relative to the same, or the wearing thereof, it shall be the right and duty of every such company to deduct and retain the amount of five per cent of the agreed or accustomed compensation of such delinquent person, during the period of any such neglect or refusal. And every person who shall advise or use any persuasion to induce any person being an officer, agent or employee of any such company, to leave the service of such company by reason of any such apparel or uniform being required to be worn, or to refuse to wear the same, or any part thereof, every person who, without authority, shall wear such uniform or apparel, and every person being an officer or agent in any company aforesaid, who shall use any inducement with any person aforesaid to come into the employment of any other such company, by reason of any apparel or uniform so required or designated to be worn, shall severally, by reason thereof, be guilty of a misdemeanor and be liable to be punished for such offense.

§ 2. Each and every violation of this act by any railroad company or corporation, shall, on conviction, be punished by a fine of not less than fifty dollars nor more than five hundred dollars, to be sued for and collected in the name of the people of the state of New York by the attorney-general, and the moneys, when collected, to be paid into the general fund of the state.

§ 3. This act shall not operate or be construed to exempt railroad companies or corporations from liability for damages to persons who may be injured or sustain loss or damage by or through any neglect to comply with the provisions of this act.

§ 4. Time shall be allowed to all railroad companies or corporations to comply with the provisions of this act, as follows, to wit: One quarter of all the said cars of each of said companies or corporations shall be made to conform to the requirements of this act within three months from and after the passage of this act, one other quarter thereof within six months, one other quarter thereof within nine months, and

the remaining one quarter thereof within one year from and after the passage of this act.

§ 5. This act shall take effect immediately.

Chap. 515.

AN ACT in relation to railroad corporations.

Passed April 23, 1867.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Any railroad company which has been, or which may hereafter be duly formed under the act entitled "An act to authorize the formation of railroad corporations and to regulate same," passed April second, eighteen hundred and fifty, and which is duly continued in existence, when at least ten thousand dollars for every mile of its railroad proposed to be constructed in this state shall be, in good faith, subscribed to its capital stock, and ten per cent thereof paid in, may apply to the court for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title to lands necessary for the construction of its railroad, to the same extent and in the same manner as if the whole amount of the capital stock specified in its articles of association was in like manner subscribed.

§ 2. This act shall take effect immediately.

Chap. 694.

AN ACT in relation to the valuation of the property of railroad companies in school-districts, for the purpose of taxation.

Passed April 23, 1867; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall be the duty of the town assessors, within fifteen days after the completion of their annual assessment list, to apportion the valuation of the property of each and every railroad company as appears on such assessment list, among the several school-districts in their town, in which any portion of said property is situated, giving to each of said districts their proper portion, according to the propor-

tion that the value of said property in each of such districts bears to the value of the whole thereof in said town.

§ 2. Such apportionment shall be in writing, and shall be signed by said assessors, or a majority of them, and shall set forth the number of each district and the amount of the valuation of the property of each railroad company apportioned to each of said districts; and such apportionment shall be filed with the town clerk, by said assessors or one of them, within five days after being made; and the amount so apportioned to each district shall be the valuation of the property of each of said companies, on which all taxes against said companies in and for said districts shall be levied and assessed, until the next annual assessment and apportionment.

§ 3. In case the assessors shall neglect to make such apportionment, it shall be the duty of the supervisor of the town, on the application of the trustees or board of education of any district, or of any railroad company, to make such apportionment, in the same manner and with the like effect as if made by said assessors.

§ 4. The town clerk shall, whenever requested, furnish to the trustees or board of education of each district, a certified statement of the amounts apportioned to such district, and the name of the company to which the same relates.

§ 5. In case any alteration shall be made in any school district, affecting the property of any railroad company, the officer making such alteration shall, at the same time, determine what change in the valuation of the said property in such district would be just, on account of the alteration of district, and the valuation shall be accordingly changed.

§ 6. This act shall take effect immediately.

Chap. 775.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

Passed April 25, 1867.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. If any corporation formed under an act entitled "An act to authorize the formation of railroad corporations, and to regulate the

same," passed April second, eighteen hundred and fifty, shall not, within five years after its articles of association are filed and recorded in the office of the secretary of state, begin the construction of its road, and expend thereon ten per cent on the amount of its capital, or shall not finish its road and put it in operation in ten years from the time of filing its articles of association, as aforesaid, its corporate existence and powers shall cease.

Chap. 906.

AN ACT to amend the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, in relation to reports of railroad corporations.

Passed May 14, 1867.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The requirements of section thirty-one of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, shall not apply to street or horse railroads, except as hereinafter provided.

§ 2. Every railroad corporation in this state whose road is operated by horse power exclusively, or by steam dummy cars exclusively, or partly by horse power and partly * steam dummy cars, and every such railroad corporation which shall hereafter be organized, shall make an annual report to the state engineer and surveyor, of the operations of the year ending on the thirtieth day of September; which report shall be verified by the oaths of the treasurer or president and acting superintendent of operations, and be filed in the office of the state engineer and surveyor by the first of December in each year, and shall state;

1. The amount of capital stock.
2. The amount of stock subscribed.
3. The amount paid in as by last report.
4. The total amount now of capital stock paid in.
5. The funded debt as by last report.
6. The total amount now of funded debt.
7. The floating debt as by last report.

* So in original.

8. The amount now of floating debt.
9. The total amount now of funded and floating debt.
10. The average rate per annum of interest on funded debt.

Cost of road and equipment.

11. For road bed and superstructure, including iron, by last report.
12. The total amount now expended for the same.
13. For land, buildings and fixtures, including land damages, by last report.
14. The total amount now expended for the same.
15. For dummy cars, horses, mules and harness, by last report.
16. The total amount now expended for the same.
17. For cars and sleighs, by last report.
18. The total amount now expended for the same.
19. Total cost of road and equipment.

Characteristics of road.

20. Length of road, in miles.
21. Length of road laid.
22. Length of double track, including sidings.
23. Weight of rail, by yard.
24. The number of dummy cars, of cars, and of horses and mules.
25. The total number of passengers carried in cars.
26. The total number of tons of freight carried in cars.
27. The rates of fare for passengers.
28. The average time consumed by passenger cars in passing over the road.

Expenses of maintaining the road and real estate.

29. Repairs of road-bed and railway (including iron), and repairs of buildings and fixtures.
30. Taxes on real estate (to include all taxes except for United States revenue.)
31. Total cost of maintaining road and real estate.

Expenses of operating road, and for repairs.

32. General superintendence.
33. Officers, clerks, agents and office expenses.
34. Conductors, drivers and engineers on dummy cars.
35. Watchmen, starters, switchmen, roadmen, etc.
36. Repairs of dummy cars.
37. Repairs of cars and sleighs.

38. Repairs of harness, including materials and labor.
39. Horseshoeing including materials and labor.
40. Horses and mules.
41. Stable expenses.
42. Feed, grain, hay, etc., including expense of grinding.
43. Fuel, gas and lights.
44. Oil and waste.
45. Water tax.
46. Damages to persons and property, including medical attendance.
47. Law expenses.
48. Rents, including use of other roads, ferries, etc.
49. Insurance.
50. Advertising and printing.
51. United States tax on earnings.
52. Contingencies.
53. Total expense of operating road and repairs.
54. Receipts from passengers.
55. Receipts from freight.
56. Receipts from all other sources, specifying what, in detail.
57. Total receipts from all sources during the year.
58. Payments for transportation, maintenance and repairs.
59. Payments for interest.
60. Payments for dividends on stock, amount and rate per cent.
61. All other payments, specifying what, in detail.
62. Total payments during the year.
63. The number of persons injured in life and limb; the cause of the injury, and whether passengers, employes or other persons. Also whether such accidents have arisen from carelessness or negligence of any person in the employment of such corporation, and whether such person is retained in the service of the corporation.

§ 3. Section thirty-two of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 32. Any railroad corporation which shall neglect to make the report, as is provide* in the preceding section, shall be liable to a penalty of two hundred and fifty dollars, and an additional penalty of twenty-five dollars for each day after the first day of December, on which they shall neglect to file said report, as provided in said section, to be sued for in the name of the people of the state of New York, for their use.

* So in original.

§ 4. The provisions of section thirty-two of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, as herein amended, shall apply to all railroad corporations referred to in section two of this act.

§ 5. This act shall take effect immediately.

Chap. 779.

AN ACT in relation to mortgages executed by railroad companies.

Passed May 9, 1868.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall not be necessary to file as a chattel mortgage, any mortgage which has been, or shall hereafter be, executed by any railroad company upon real and personal property, and which has been, or shall be, recorded as a mortgage of real estate in each county in or through which the railroad runs.

§ 2. This act shall take effect immediately.

Chap. 793.

AN ACT relative to immigrants and other passengers arriving at or departing from the port of New York.

Passed May 9, 1868; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall not be lawful for any railroad company, or for any agent, employe or other officer of any railroad company, or for any other person, to sell, offer for sale, or otherwise dispose of any ticket or tickets, or written or printed instruments, or instruments partly written and partly printed, for the transportation or conveyance on or by any railroad or steamboat, of any immigrant or deck or steerage or second class passenger, arriving at the port of New York from a foreign country, at any place or places in the city of New York, except such as may be designated by the commissioners of emigration; which place or places may from time to time, as they may deem

best, be changed by the said commissioners, provided, however, that nothing herein contained shall prevent any railroad company from selling tickets to any persons at the rates of fare charged for first class passengers, nor from selling tickets at the principal ticket offices of such company, to immigrants and other second class passengers, provided such company has, at the same time, an agent who shall sell tickets at the place designated by the said commissioners for selling tickets to immigrants. The commissioners of emigration shall furnish every railroad company of this state desiring such privilege to have an agent at each and every place so designated by them to sell tickets to immigrants and other second class passengers, but if any such agent shall be found by said commissioners to have been guilty at any time, while acting as an agent, of defrauding immigrants, or of any other wrongful or disgraceful conduct, they shall exclude such agent, and it shall be the duty of the railroad company to appoint another agent in his place.

§ 2. Whenever any person or persons may be complained of, and arrested for violating any of the provisions of this act, or of any act for the benefit or protection of immigrants or passengers arriving at the port of New York, or about to depart therefrom, it shall be the duty of the magistrate before whom such complaint is made, to take and reduce to writing, in the presence of the person or persons complained of, the evidence of any witness which may be offered, either on behalf of the prosecution or of the person complained of, allowing the opposing party an opportunity to cross-examine the witness, and the depositions so taken shall be subscribed respectively by the witnesses making the same, and certified by the magistrate; and when so taken and certified the said deposition shall be filed in the office of the clerk of the court of oyer and terminer, in and for the city and county of New York; and upon the trial of any party accused, in whose presence any such deposition shall have been taken upon any complaint or charge made against him, relative to the same transaction, such deposition may be read by either party with the same effect as if the same witness were sworn, and his testimony taken in open court upon such trial, provided it shall appear thereby that the witness at the time the deposition was taken, was a resident of this state on his way to some other state, territory, province or country, or a resident of another state, territory or province, or an immigrant from a foreign country; and provided further that it shall not be shown to the court, that the witness at the time of the trial is within its jurisdiction.

§ 3. Any person violating any provision of this act, shall be deemed guilty of a misdemeanor, and shall, upon conviction, be punished by a fine of not less than three hundred, and not more than one thousand dollars, or by imprisonment of not less than three months, or by both said fine and imprisonment.

§ 4. This act shall take effect immediately.

Chap. 820.

AN ACT to amend an act entitled "An act to prevent frauds in the sale of tickets to passengers upon railroads, steamboats and steamships," passed April fifteenth, eighteen hundred and fifty-seven.

Passed May 14, 1868.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section one of an act entitled "An act to prevent frauds in the sale of tickets to passengers upon railroads, steamboats and steamships," passed April fifteenth, eighteen hundred and fifty-seven, is hereby amended by adding thereto, after the word respectively, "or at offices conveniently located by agents or other duly organized railway companies," provided that nothing in this amendment shall apply to the city and county of New York, or the county of Kings.

§ 2. This act shall take effect immediately.

Chap. 237.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

Passed April 17, 1869.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section twenty-one of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended by adding thereto the following:

"And if, at any time after the construction of any railroad operated by steam by any company now existing, or that may hereafter be

created, such company, or any company owning, operating or leasing such railroad, shall require for the purposes of its incorporation or for the purpose of running or operating any railroad so owned or leased by such company, any real estate in addition to what it has already acquired, or shall require any further right to lands or the use of lands for switches, turnouts, or for the flow of water occasioned by railroad embankments or structures now in use or hereafter rendered necessary, or for any other purpose necessary to the operation of such railroad; or any right to take and convey water from any spring, pond, creek or river, to such railroad, for the uses and purposes thereof, together with the right to build or lay aqueducts or pipes for the purpose of conveying such water, and to take up, relay and repair the same; or any right of way required for carrying away or diverting any waters, streams or floods from such railroad, for the purpose of protecting the same, or for the purpose of preventing any embankment, excavation or structure of such railroad from injuring or damaging the property of any person or parties who may be rendered liable to injury by reason of such embankment, excavation or structure, as the same may have been constructed previous to such time, or may then exist; such company may acquire such additional real estate, or any property or real estate which they now use or occupy or right of way, or other rights hereinbefore specified, by purchasing the same of the person or parties owning the same or interested therein, or to be affected thereby, and by paying to such parties such damages as they may sustain by reason thereof, if the amount of such compensation or damages can be agreed upon between such company and such person or parties; and if such company shall, for any cause, be unable to agree for the purchase of such real estate or right of way, or other rights, or shall be unable to agree upon the sum which shall be paid to such persons or parties in satisfaction of the damages they may sustain, or if the title to any such real estate or right of way, or other rights already acquired or attempted to be acquired, shall, for any cause, prove defective or imperfect, then, and in every such case, such company may proceed to acquire or perfect title to such real estate or right of way, or other rights, and to ascertain and appraise such damages in the manner and by the proceedings hereinbefore in this act prescribed. Nothing in this act contained shall authorize the taking of any waters that shall at the time of such taking be commonly used for domestic, agricultural or manufacturing purposes, to such an extent as to injuriously interfere with such use in the future."

§ 2. This act shall take effect immediately.

Chap. 844.

AN ACT to amend an act entitled "An act in relation to railroads held under lease," passed April third, one thousand eight hundred and sixty-seven.

Passed May 11, 1869.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Any railroad corporation which may be the lessee of any other railroad shall, in addition to the powers and duties conferred and imposed by the act entitled "An act in relation to railroads held under lease," passed April third, one thousand eight hundred and sixty-seven, be required to make to the State Engineer a report of such facts concerning the operation of said leased road or roads as the lessors would otherwise be required to make, and the lessors shall not be required to make such report.

§ 2. This act shall take effect immediately.

Chap. 907.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads.

Passed May 18, 1869; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Whenever a majority of the tax-payers of any municipal corporation in this state, whose names appear upon the last preceding tax list or assessment roll of said corporation as owning or representing a majority of the taxable property in the corporate limits of such corporation, shall make application to the county judge of the county in which such corporation is situated, by petition verified by one of the petitioners setting forth that they are such a majority of tax-payers and represent such a majority of taxable property, and that they desire that such municipal corporation shall create and issue its bonds to an amount named in such petition (but not to exceed twenty per cent of the whole amount of taxable property as shown by said tax

list and assessment roll), and invest the same or the proceeds thereof in the stock or bonds (as said petition may direct) of such railroad company in this state as may be named in said petition, it shall be the duty of said county judge to order that a notice shall be forthwith published in some newspaper in such county, or, if there be no newspaper published in said county, then in some newspaper printed in an adjoining county, directed to whom it may concern, setting forth that, on a day therein named, which shall not be less than ten days nor more than thirty days from the date of such publication, he will proceed to take proof of the facts set forth in said petition as to the number of tax-payers joining in such petition, and as to the amount of taxable property represented by them. And any solvent moneyed, manufacturing or other corporation or company formed under the laws of this state, and being assessed on real or personal property therein, shall have all the rights and privileges under this act so far as property representation is concerned, as other tax-payers. And the board of directors or trustees of any such corporation or company may apply to the county judge by petition in the same manner as herein provided for other tax-payers. The words "municipal corporation," when used in this act, shall be construed to mean any city, town or incorporated village in this state. But nothing herein contained shall be construed as to include the city or counties of New York, Kings, Erie, Greene, Albany, Westchester, Ontario, Seneca, Yates, Onondaga and Niagara.

§ 2. It shall be the duty of the said judge, at the time and place named in the said notice, to proceed to take proof as to the said allegations in said petition; and if it shall appear satisfactorily to him that the said petitioners, or the said petitioners and such other tax-payers of said town as may then and there appear before him and express a desire to join as petitioners in said petition do represent a majority of the tax-payers of said municipal corporation as shown by the last preceding tax list or assessment roll, and do represent a majority of the taxable property upon said list or roll, he shall so adjudge and determine and cause the same to be entered of record. And such judgment and the record thereof shall have the same force and effect as other judgments and records in courts of record in this state.

§ 3. If the said judge shall adjudge and determine that such petitioners do represent a majority of such tax-payers as aforesaid, and a majority of such taxable property, as aforesaid, it shall be his duty forthwith to appoint and commission three persons who shall be free-

holders, residents and tax-payers within the corporate limits of such corporation, to be commissioners for the purposes hereinafter named. The said commissioners shall hold their offices for five years and until others are appointed by the county judge of said county, and shall, before entering upon the duties of their office, each make oath faithfully to discharge all the duties thereof. All vacancies in such commission shall also be filled by such county judge as they occur. Said commissioners shall each receive the sum of three dollars per day for each day actually engaged in the discharge of their duties, and their necessary disbursements to be audited and paid by the usual disbursing officer of such municipal corporation. A majority of such commissioners, at a meeting of which all have notice, shall constitute a quorum and may exercise the powers of the commission.

§ 4. It shall be the duty of such commissioner, with all reasonable dispatch, to cause to be made and executed the bonds of such municipal corporation, attested by the seal of such corporation affixed thereto, if such corporation has a common seal, and if not, then by their individual seals, and signed and certified by said commissioners, who are hereby authorized and empowered to affix such common seal thereto and to so sign and certify such bonds. Such bonds shall become due and payable at the expiration of thirty years from their date, and shall bear interest at the rate of seven per cent per annum, payable semi-annually, and shall not exceed in amount twenty per cent of the entire taxable property within the bounds of said municipal corporation as shown by said tax list, nor shall they exceed in amount the amount set forth in such petition. The said bonds shall also bear interest warrants corresponding in number and amounts with the several payments of interest to become due thereon, but the commissioners may agree with any holders to register any such bonds, in which case the interest warrants on the registered bonds shall be surrendered, and the interest shall be payable only on the production of the registered bond, which shall then be transferable only on the commissioners' records. The savings banks of this state are authorized to invest in said bonds not to exceed ten per cent of their deposits. All taxes except school and road taxes, collected for the next thirty years, or so much thereof as may be necessary, in any town, village or city on the assessed valuation of any railroad in said town, village or city, for which said town, village or city has issued or shall issue bonds to aid in the construction of said railroad, shall be paid over to the treasurer of the county in which said town, village or city lies, and said money so paid over, including interest collected on bonds held by said treasurer as a sinking fund, shall be invested by said

treasurer in state, city, town, county or village bonds, issued pursuant to law of this state on United States bonds, within sixty days after receiving the same, and shall be held by said county treasurer as a sinking fund for the redemption and payment of the bonds issued or to be issued by said town, village or city, to aid in the construction of said railroad.

§ 5. Such commissioners are further empowered and directed to subscribe in the name of the municipal corporation which they represent to the stock of bonds of the railroad company named in such petition (as the petition may direct), to an amount equal to the amount of bonds so created by them, and to pay for the same by exchanging the said bonds therefor at par; or they may, at their discretion, sell and dispose of the said municipal corporation bonds so created by them at rates not less than par, and invest the proceeds thereof in such stock or bonds of such railroad company as may be directed in said petition. They shall represent, either in person or by proxy, such municipal corporation at all meetings of such railroad bondholders or stockholders. Such stock or bonds so purchased by said commissioners may be sold by them before the maturing of the bonds of such municipal corporation only upon the order of the county judge of the county, made upon the petition of a majority of the taxpayers of said municipal corporation representing a majority of the taxable property thereof, as shown by the last preceding tax list or assessment roll; and the proceeds from such sale shall be forthwith paid by them to the treasurer (or other proper officer) of such municipal corporation, to be by him invested in a sinking fund, as herein after provided. Such commissioners may vote for directors on the stock of such town, village or city.

§ 6. The bonds of any municipal corporation, issued pursuant to the provisions of this act, shall be a charge upon the real and personal estate within the limits thereof, and the principal and interest thereof when due (or so much thereof as shall fail to be met by the interest on such railroad bonds or the dividends on such railroad stock, or the sinking fund herein provided for), shall be collected and paid in like manner as other debts, obligations and charges against the said municipal corporation. The said commissioners shall also provide within three years from the time of issuing said bonds, for the annual payment of at least one per cent of the same to constitute a sinking fund, so as to secure the final liquidation of said bonds within twenty-five years after their date; and for that purpose they shall receive and apply annually the surplus dividends on the stock held by said towns over the amount necessary to pay the annual interest on said bonds;

and if the amount of such surplus dividends is not sufficient for the annual payment of said one per cent, and the said commissioners shall not have received sufficient from the sale of the stock belonging to the town to pay the same, and from other sources as herein provided, then the deficiency shall be reported by said commissioners to the board of supervisors, to be levied and raised annually in the manner herein provided for paying the interest on said bonds. The treasurer (or other proper officer of such municipal corporation) shall have the custody of any railroad bonds or certificates of stock that may be subscribed for as aforesaid, and shall collect the interest upon any such bonds or the dividends upon such stock as it becomes due or is made payable, and shall apply the same toward the payment of the interest from time to time becoming due upon the said bonds of said municipal corporation; any surplus of interest or dividends, after providing for the interest upon the bonds of said municipal corporation, shall go to make up a sinking fund for the redemption of the principal of said corporation bonds. In case the stock or bonds purchased as aforesaid are sold by said commissioners, such treasurer or other officers shall also invest the proceeds thereof in a like sinking fund; and in case the same are not sold when the said bonds hereby authorized to be created and issued by said commissioners shall mature and the principal thereof become payable, the commissioners shall sell the same or so much thereof as shall be necessary to pay the outstanding principal sum due on such bonds in full, and shall pay the proceeds thereof to such treasurer or other proper officer, to be by him applied to the redemption and payment of such bonds.

§ 7. The moneys received by any railroad company, from any such commissioners, or from the sale of any bonds of any municipal corporation which they may receive under the provisions of this act, shall be by the said company faithfully applied to the construction and equipment of such railroad, and to no other purpose; and any other use thereof by any officer or agent of such company shall be deemed to be a misdemeanor, and shall be punished on conviction by imprisonment in the county jail for a term not exceeding five years.

§ 8. The bonds of any municipal corporation which may be issued under the provisions of this act shall be registered in the office of the county clerk of the county in which such corporation is situated, and shall have the words "registered in the county clerk's office" written or printed upon them, attested by the official seal of said clerk; and said clerk shall receive for each attestation the sum of twenty cents.

§ 9. Whenever any municipal corporation in this state that has heretofore issued its bonds in aid of any railroad, upon the written

consent of tax-payers, or whenever any holder of such bonds so heretofore issued shall desire to perpetuate the proof of such consent in the manner herein before provided for the perpetuation of the proof of such consent, as to bonds which may be issued under the provisions of this act, application for that purpose may be made to the county judge of the county in which such municipal corporation is situated; and it shall be lawful for such judge, after notice to whom it may concern in manner as herein before provided, to proceed to take proof concerning the allegations in such petition; and if it shall be proved to his satisfaction that all the consents necessary to be obtained before such bonds could be lawfully issued were obtained, he shall find the facts and so adjudge and determine; and such judgment, and the record thereof, shall have the same force and effect as other judgments and records in other courts of record in this state.

§ 10. Nothing herein contained shall be construed as permitting any municipal corporation, in or through which a railroad has already been constructed and is in operation, to aid in the construction of any road or any competing railroad, under the provisions of this act, unless the railroad already built appears by its corporate name upon the assessment roll specified in this act.

§ 11. This act shall take effect immediately.

Chap. 917.

AN ACT authorizing the consolidation of certain railroad companies.

Passed May 20, 1869.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall and may be lawful for any railroad company or other corporation organized under the laws of this state, or of this state and any other state, and operating a railroad or bridge, either wholly within, or partly within and partly without this state, to merge and consolidate its capital stock, franchises and property with the capital stock, franchises and property of any other railroad company or companies organized under the laws of this state, or under the laws of this state and any other state, or under the laws of any other state or states, whenever the two or more railroads of the companies or corporations so to be consolidated shall or may form a con-

tinuous line of railroad with each other, or by means of any intervening railroad, bridge or ferry.

§ 2. Said consolidation shall be made under the conditions, provisions and restrictions, and with the powers hereinafter in this act mentioned and contained, that is to say :

1. The directors of the companies proposing to consolidate may enter into a joint agreement under the corporate seal of each company for the consolidation of said companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new corporation, the number and names of the directors and other officers thereof, and who shall be the first directors and officers, and their places of residence, the number of shares of the capital stock, the amount or par value of each share, and the manner of converting the capital stock of each of the said companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as they shall deem necessary to perfect such new organization and the consolidation of said companies or railroads.

2. Said agreement shall be submitted to the stockholders of each of the said companies or corporations at a meeting thereof called separately for the purpose of taking the same into consideration ; due notice of the time and place of holding said meeting, and the object thereof, shall be given by each company to its stockholders by written or printed notices addressed to each of the persons in whose names the capital stock of such company stands on the books thereof, and delivered to such persons respectively, or sent to them by mail when their post-office address is known to the company, at least thirty days before the time of holding such meeting, and also by a general notice published daily for at least four weeks in some newspaper printed in the city, town or county where such company has its principal office or place of business ; and at the said meeting of stockholders the agreement of the said directors shall be considered, and a vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote, and said ballots shall be cast in person or by proxy ; and if two-thirds of all the votes of all the stockholders shall be for the adoption of said agreement then that fact shall be certified thereon by the secretaries of the respective companies under the seal thereof, and the agreement so adopted, or a certified copy thereof, shall be filed in the office of the secretary of state, and shall from thence be deemed and taken to be the agreement and act of consolidation of the said companies ; and a copy of the said agreement and act of consolidation, duly certified by the secretary of state,

under his official seal, shall be evidence in all courts and places of the existence of said new corporation, and that the foregoing provisions of this act have been fully observed and complied with.

§ 3. Upon the making and perfecting such agreement and act of consolidation as herein before provided, and filing the same or a copy thereof in the office of the secretary of state as aforesaid, the said corporations parties thereto shall be deemed and taken to be one corporation by the name provided in said agreement and act, but such act of consolidation shall not release such new corporation from any of the restrictions, disabilities or duties of the several corporations so consolidated. But nothing in this act contained shall allow any rate of fare for way passengers greater than two cents per mile, to be charged or taken over the track or tracks of that railroad, now known as the New York Central Railroad Company, and the rate of fare for way passengers over the track or tracks now operated by the said New York Central Railroad Company shall continue to be two cents per mile and no more, wherever it is now restricted to that rate of fare. But nothing herein contained shall apply to street railroads.

§ 4. Upon the consummation of said act of consolidation as aforesaid, all and singular the rights, privileges, exemptions and franchises of each of said corporations parties to the same, and all the property, real, personal and mixed, and all debts due on whatever account to either of said corporations, as well as all stock subscriptions and other things in action belonging to either of said corporations, shall be taken and deemed to be transferred to and vested in such new corporation, without further act or deed; and all claims, demands, property, rights of way and every other interest, shall be as effectually the property of the new corporation as they were of the former corporations parties to the said agreement and act; and the title to all real estate, taken by deed or otherwise, under the laws of this state, vested in either of such corporations parties to said agreement and act, shall not be deemed to revert or be in any way impaired by reason of this act, or anything done by virtue thereof, but shall be vested in the new corporation by virtue of such act of consolidation.

§ 5. The rights of all creditors of, and all liens upon the property of either of said corporations parties to said agreement and act, shall be preserved unimpaired, and the respective corporations shall be deemed to continue in existence to preserve the same, and all debts and liabilities incurred by either of said corporations, except mortgages, shall thenceforth attach to such new corporation, and be enforced against it and its property to the same extent as if said debts or liabilities had been incurred or contracted by it. No suit,

action or other proceeding now pending before any court or tribunal, in which either of said railroad companies is a party, shall be deemed to have abated or been discontinued by the agreement and act of consolidation as aforesaid, but the same may be conducted in the name of the existing corporations to final judgment, or such new corporation may be, by order of the court, on motion, substituted as a party. Suits may be brought and maintained against such new corporation in the courts of this state, for all causes of action, in the same manner as against other railroad corporations therein.

§ 6. The real estate of such new corporation, situate within this state, shall be assessed and taxed in the several towns and cities where the same shall be situated in like manner as the real estate of other railroad corporations is, or may be taxed and assessed, and such proportion of the capital stock and personal property of such new corporation shall in like manner be assessed and taxed in this state, as the number of miles of its railroad situate in this state bears to the number of miles of its railroad situate in the other state or states.

§ 7. Nothing in this act contained shall be so construed as to allow such consolidated company to charge a higher rate of fare per passenger per mile upon any part or portion of such consolidated line than is now allowed by law to be charged by each existing company respectively, nor shall this act apply to street railroads; and nothing in this act contained shall be so construed as to affect or impair in any way the validity of any contract now existing between the Buffalo and State Line Railroad Company and the New York and Erie Railroad Company.

§ 8. All the provisions of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, and of the several acts amendatory thereof or in addition thereto, shall be applicable to the new corporation so to be formed as aforesaid so far as the same are now applicable to the railroad companies of this state which may be consolidated with any other company or companies by virtue of this act.

§ 9. No companies or corporations of this state, whose railroads run on parallel or competing lines, shall be authorized by this act to merge or consolidate.

§ 10. This act shall take effect immediately.

Chap. 151.

AN ACT to regulate proceedings against corporations by injunction and otherwise.

PASSED April 7, 1870.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

'SECTION 1. An injunction to suspend the general and ordinary business of a corporation or a joint-stock association, or to suspend from office any director, trustee or manager of a corporation or joint-stock association, or to restrain or prohibit any director, trustee or manager of a corporation or joint-stock association from the performance of his duties as such, shall not be granted, except by the court, and upon a notice of at least eight days of the application therefor to the proper officers of the corporation, or the director, trustee or manager to be enjoined or restrained; and an injunction granted for any of the said purposes, except by the court and upon the notice in this section prescribed, shall be void.

§ 2. No officer or director of a corporation shall be suspended or removed from office, otherwise than by the judgment of the supreme court in a civil action, in the cases prescribed by the Revised Statutes, and all actions and proceedings against a corporation, when the relief sought or which can be granted therein, shall be the dissolution of such corporation, or the removal or suspension of any officer or director thereof, shall be brought by the attorney-general in the name of the people of the State.

§ 3. A receiver of the property of a corporation can be appointed only by the supreme court in a civil action, and in one of the following cases, upon at least eight days' notice of the application therefor, to the proper officers of such corporation:

1. In a civil action brought by a judgment creditor of the corporation, or his representatives, after execution has been issued upon such judgment and returned unsatisfied in whole or in part.

2. In a civil action brought by a creditor of the corporation for the foreclosure of a mortgage, upon the property over which the receiver is appointed, and when the mortgage debt, or interest thereon, has remained unpaid at least thirty days after it became due, and was duly demanded from the proper officers of the corporation, and when either the income of such property is specifically mortgaged, or the property itself is probably insufficient to pay the amount of the mortgage debt.

3. In a civil action brought by the attorney-general for a dissolu-

tion of the corporation when it appears to the court that such dissolution ought to be adjudged.

4. In a civil action brought by the attorney-general or by the stockholders to preserve the assets of a corporation, having no officer empowered to hold the same.

5. In the cases specifically mentioned in title four, chapter eight, part three of the Revised Statutes.

§ 4. Any director or other officer of a corporation or joint-stock association, upon whom shall be served any notice of an application for an injunction restraining or affecting the business of such corporation or joint-stock association, or for a receiver of its property and effects, or any part thereof, who shall conceal from or omit to disclose to the other directors, trustees, managers and officers thereof the fact of such service, and the time and place at which such application is to be made, shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be punished by fine or imprisonment, or both such fine and imprisonment, and shall be liable, in a civil action, to the corporation or joint-stock association for all damages which shall be sustained by it by reason of such proceedings.

§ 5. The provisions of this act shall extend and apply to all corporations and joint-stock associations, created or existing by the laws of this or of any other State or government doing business within this State, or having a business or fiscal agency, or an agency for the transfer of its stock therein, and to the directors, trustees, managers and other officers of such foreign corporations or joint-stock associations, and to all proceedings by the attorney-general, in the name of the people of this State, under the laws regulating proceedings against corporations, except that it shall not apply to corporations or associations having banking powers or power to make insurances, or to such as shall be organized under the general manufacturing laws of this State.

§ 6. This act shall take effect immediately.

Chap. 173.

AN ACT to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, being "An act entitled an act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April two, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," passed May eighteen, eighteen hundred and sixty-nine.

PASSED April 11, 1870; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section one of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April two, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," is hereby amended by striking out of said section the words "Seneca," "Yates" and "Ontario," wherever the same occur.

§ 2. The provisions of said chapter nine hundred and seven, laws of eighteen hundred and sixty-nine, passed May eighteen, eighteen hundred and sixty-nine, are hereby made applicable to the counties of Seneca, Yates and Ontario, and to the several towns and incorporated villages within said counties of Seneca, Yates and Ontario.

§ 3. This act shall take effect immediately.

Chap. 300.

AN ACT to provide for the payment of bonds of towns, villages and other municipal corporations.

PASSED April 20, 1870; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. In all cases where bonds of any town, village or other municipal corporation may have been or shall hereafter be issued according to law, and in all cases where the payment of the principal or interest of such bonds shall not have been otherwise paid or provided

for, the same shall be a charge upon the real and personal property of such town, village or municipal corporation, and shall be assessed, levied, collected and paid in like manner as other debts, obligations and charges against such town, village or municipal corporation, except that in villages the same shall be assessed, levied and collected by the trustees thereof in the following manner: The commissioners of said village, if any there be, who are or have been duly authorized by law to issue said bonds, or if there shall be no commissioners, then the said trustees, or a majority of them, shall, on or before the first day of January of each year, prepare and file with the clerk of the said village corporation a detailed statement of the amount of bonds which may have been issued by said village, or which may be a charge upon the same, with the amount of principal and interest which may have become due, or which shall become due during the succeeding year, and such amount of principal and interest which shall be already due, or which shall become due during such succeeding year, shall be by the trustees of said village assessed and levied upon the taxable property of said village, and collected with the other taxes which shall be collected from time to time for village purposes; and whenever, through inadvertence, neglect or other cause, any portion of the principal or interest due as aforesaid upon such bonds by such municipal corporation shall not have been paid, the same shall be assessed and collected at the first assessment and collection of taxes by such municipal corporation after such failure or omission to pay the same.

§ 2. Any commissioner, officer or officers whose duty it shall be to make reports as provided for in the first section of this act, or to make provision for the payment of the principal or interest of such bonds as aforesaid, and who shall fail or refuse to make such report, or to provide for such payment, shall be liable to a penalty not exceeding one thousand dollars, nor less than two hundred and fifty dollars, to be sued for and recovered by the holder of any of the aforesaid bonds or obligations.

§ 3. This act shall take effect immediately.

Chap. 438.

AN ACT to authorize the owners and holders of certain bonds payable to bearer to render the same payable only to order.

PASSED April 27, 1870.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. It shall be lawful for the owners or holders of any bond issued by any village, town, city or county in this State, pursuant to law, and made payable to the bearer thereof, to render such bonds non-negotiable, except by the owner's indorsement, by indorsing upon the same, and subscribing a statement that said bond is the property of said owner, and thereupon the principal sum of money mentioned in said bond shall only be payable to said owner, or his legal representatives or assigns.

§ 2. This act shall take effect immediately.

Chap. 506.

AN ACT to facilitate the payment of taxes by railroad companies.

PASSED April 28, 1870; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. It shall be the duty of the clerk of the board of supervisors of the several counties of this State (except New York and Kings counties), within five days after the making out or issuing of the annual tax warrants by the board of supervisors of their respective counties, to prepare and deliver to the county treasurer a statement showing the title of all railroad corporations in such county, as appears on the last assessment roll of the towns or cities in such county, the valuation of the property, real and personal, of such corporation in each town or city, and the amount of tax assessed or levied on such valuation in each town or city in their county.

§ 2. Any railroad company heretofore organized under the laws of this State, or that may be hereafter organized, may, within thirty days after the receipt of such statement by the county treasurer, pay the amount of tax so assessed or levied on their property, with one per cent fees on said tax to the county treasurer, who is hereby authorized

and directed to receive such amounts and to give proper receipt therefor.

§ 3. In case any railroad company shall fail to pay such tax within said thirty days, it shall be the duty of the county treasurer to notify the collector of all towns or cities in their county in which said company is assessed, of such failure to pay said tax, and upon receipt of such notice it shall be the duty of such collector to collect said tax in the manner now provided by law, together with five per cent fees; but no town or city collector shall collect any tax levied or assessed upon the property of any railroad company in said county, by the supervisors of the county, until the receipt of such notice from the county treasurer.

§ 4. The several amounts of tax so received by the county treasurer, of and from railroad companies, shall be placed to the credit of the town or city for or on account of which the same was levied or assessed, and to the credit of the fund or funds to which the same is now or shall be hereafter pledged or appropriated by law, and the one per cent fees also paid shall be placed to the credit of the collector of said city or town; and in case such amounts shall exceed the sum due from said town or city, the surplus shall, on demand, be paid to the supervisor of said town or city, who shall receive, hold and disburse the same as if received from the collector of said town or city.

§ 5. Nothing in this act shall be construed to prevent any railroad company from paying their tax to the collector of towns or cities as now provided by law; nor shall the provisions of this act be construed to repeal or in any manner interfere with the provisions of chapter nine hundred and seven of the session laws of eighteen hundred and sixty-nine.

§ 6. This act shall take effect immediately.

Chap. 507.

AN ACT to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads.

PASSED April 23, 1870, three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall be competent for any corporation, in and to the construction of whose railroad bonds shall have been authorized to be

issued by any municipal corporation in this State, to enter into any agreement with the commissioners appointed to issue said bonds, limiting and defining the times when and the proportions in which said bonds or their proceeds shall be delivered to said corporation, and the place or places where and the purposes for which said bonds or their proceeds shall be applied or used, and any such agreement in writing, duly executed by such corporation and a majority of such commissioners, shall in all courts or places be valid and effectual. And such commissioners shall not be compelled by any court to deliver such bonds or their proceeds to such corporation, until such agreement shall be executed if required by them.

SEC. 2. This act shall take effect immediately.

Chap. 529.

AN ACT in relation to mechanics' liens.

PASSED May 2, 1870.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The provisions of the laws relating to mechanics' liens heretofore passed shall apply to bridges and trestle work erected for railroads and materials furnished therefor, and labor performed in constructing said bridges, trestle work and other structures connected therewith, and the time within which said liens may be filed shall be extended to ninety days from the time when the last work shall have been performed on said bridges, trestle work and structures connected therewith, or the time from which said materials shall have been delivered. This act shall apply to all uncompleted work commenced previous to the passage of this act.

§ 2. This act shall take effect immediately.

Chap. 597.

AN ACT to amend an act entitled "An act to vest in the board of supervisors certain legislative powers, and to prescribe their fees for certain services," passed April third, eighteen hundred and forty-nine.

PASSED May 3, 1870; three-fifths being present.

The People of the State of New York represented in Senate and Assembly, do enact as follows:

SECTION 1. Section two of an act entitled "An act to vest in the board of supervisors certain legislative powers, and to prescribe their fees for certain services, passed April third, eighteen hundred and forty-nine, is hereby amended so as to read as follows:

§ 2. Whenever any board of supervisors shall form a new town within its respective county from parts of other towns or town which shall have bonded to aid in the construction of any railroad under any act authorizing the same, and such bonds or any part thereof shall remain unpaid; or when any board of supervisors shall change the line of any town which shall have bonded to aid in the construction of any railroad in this State, and such bonds or any part thereof shall remain unpaid, the new town so formed, and the town to which shall be annexed the part taken from another town, shall pay a proportionate share of such bonds as shall remain unpaid, which share shall be ascertained from the assessed valuation of such town or towns as contained in the last equalized valuation of the assessment roll made prior to the formation of such town or the change of any such town line.

§ 2. It shall be the duty of the railroad commissioners of a town, any part of whose territory shall have been detached as aforesaid, to render a true statement to the board of supervisors, as now required by the general railroad act, of the amount necessary to pay the proportionate share belonging to the territory detached from their town which may be then coming due, and the board of supervisors shall add such proportionate share to the sums to be collected from the town so formed, or to which shall have been added the territory detached from the other town or towns, to be collected as heretofore provided for by statute.

§ 3. Such proportionate share of moneys so collected shall be paid by the supervisors of the town wherein collected to the railroad commissioners of the town or towns from which such territory shall have been detached, and such commissioners shall use such moneys for the payment of the bonds issued in the same manner they are required to use the moneys raised in their own town.

§ 4. This act shall take effect immediately.

Chap. 636.

AN ACT to provide for the better protection of life and safety of property transported on the several railroads of this State.

PASSED May 5, 1870: three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. No person shall be employed as an engineer by any officer or agent acting for or in behalf of either of the railroads of this State, who cannot read the printed time tables and ordinary handwriting.

§ 2. No person shall run an engine on a regular or special train upon either of the railroads of this State who cannot read printed time tables and ordinary handwriting.

§ 3. Any person offending against the provisions of this act shall, upon conviction thereof, be deemed guilty of a misdemeanor, and punishable for each offense by a fine not exceeding one hundred dollars, or six months' imprisonment in a county jail, in the discretion of the court having cognizance of the offense.

§ 4. This act shall take effect immediately.

Chap. 789.

AN ACT to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," passed May eighteen, eighteen hundred and sixty-nine.

PASSED May 18, 1870; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section four of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine is hereby amended so as to read as follows:

§ 4. It shall be the duty of such commissioner, with all reasonable dispatch, to cause to be made and executed the bonds of such municipal corporation, attested by the seal of such corporation affixed

thereto, if such corporation has a common seal, and, if not, then by their individual seals, and signed and certified by said commissioners, who are hereby authorized and empowered to fix such common seal thereto, and to sign and certify such bonds. Such bonds shall become due and payable at the expiration of thirty years from their date, and shall bear interest at the rate of seven per cent per annum, payable semi-annually, and shall not exceed in amount twenty per cent of the entire taxable property within the bounds of said municipal corporation, as shown by said tax list, nor shall they exceed in amount the amount set forth in such petition. The said bonds shall also bear interest warrants, corresponding in number and amounts with the several payments of interest to become due thereon, but the commissioners may agree with any holders to register any such bonds, in which case the interest warrants on the registered bonds shall be surrendered, and the interest shall be payable only on the production of the registered bond, which shall then be transferable only on the commissioner's records.

The savings banks of this State are authorized to invest in said bonds not to exceed ten per cent of their deposits. All taxes, except school and road taxes, collected for the next thirty years, or so much thereof as may be necessary, in any town, village or city, on the assessed valuation of any railroad in said town, village or city, for which said town, village or city has issued or shall issue bonds to aid in the construction of said railroad, shall be paid over to the treasurer of the county in which said town, city or village lies. It shall be the duty of said treasurer, with the money which has heretofore been or shall hereafter be paid to him on said bonds, including the interest thereon, to purchase the bonds of said town, issued by said town, to aid in the construction of any railroad or railroads, when the same can be purchased at or below par; the bonds so purchased to be immediately canceled by said treasurer and the county judge, and deposited with the board of supervisors.

In case said bonds so issued cannot be purchased at or below the par value thereof, then it shall be the duty of said treasurer, and he is hereby directed to invest said money so paid to him as above mentioned, with the accumulated interest thereon, in the bonds of this State, or of any city, county, town or village thereof, issued pursuant to the laws of this State, or in bonds of the United States. The bonds so purchased, with the accumulated interest thereon, shall be held by said county treasurer as a sinking fund for the redemption and payment of the bonds issued or to be issued by said town, village or city in aid of the construction of said railroad or railroads. In

case any county treasurer shall unreasonably refuse or neglect to comply with the provisions of this act, any tax payer in any town, village or city, theretofore having issued bonds in aid of the construction of any railroad or railroads, is hereby authorized to apply to the county judge, on petition, for an order compelling said treasurer to execute the provisions of this act. And it shall be the duty of said county judge, upon a proper case being made, to issue an order directing said county treasurer to execute the provisions of this act.

All provisions of law now in force relating to the enforcement of the decrees or orders of the supreme court are hereby declared to apply to and devolve upon said county judge in the enforcement of said order. The county treasurers of the several counties of this State, in which one or more towns are situated which have issued bonds for railroad purposes, shall execute a bond, with two sufficient sureties, to be approved by the county judge of the counties respectively, to the people of the State of New York, in such penal sum as may be prescribed by the board of supervisors of the respective counties, conditioned for the faithful performance of the duties devolving upon him in pursuance of the provisions of this act.

§ 2. This act shall take effect immediately.

Chap. 64.

AN ACT extending the provisions of certain laws, permitting municipal corporations to aid in the construction of railroads, to certain towns in the county of Erie.

PASSED March 3, 1871, three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the power of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, binding municipalities to aid in the construction of railroads." and of all laws

amendatory thereof, are hereby extended and made applicable to the towns of Concord, Boston, Hamburg, East Hamburg, Colden and Sardinia, in the county of Erie.

§ 2. This act shall take effect immediately.

Chap. 84.

AN ACT to authorize the owners and holders of certain railroad mortgage bonds made payable to bearer, to render the same payable to order only.

PASSED March 9, 1871.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. It shall be lawful for any person or persons owning and holding any railroad mortgage bonds, or other corporate bonds (for which a registry is not by law provided), heretofore issued, or which may be hereafter issued, and made payable in this State and which are made payable to bearer, to render the same non-negotiable by the owner and holder indorsing upon the same and subscribing a statement that said bond is the property of such owner. And thereupon the principal sum of money mentioned in said bond shall only be payable to such owner or his legal representatives or assigns.

§ 2. The bonds described and referred to in the first section of this act may be transferred by an indorsement in blank, giving name and residence of assignor, or they may be transferred by an indorsement payable to bearer or to the order of the purchaser (naming him), subscribed by the assignor, giving name and place of residence.

§ 3. This act shall take effect immediately.

Chap. 146.

AN ACT extending the provisions of certain laws permitting municipal corporations to aid in the construction of railroads to the counties of Albany and Greene.

PASSED March 22, 1871; without the approval of the Governor. *

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an

act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of all laws amendatory thereof, are hereby extended and made applicable to the counties of Albany and Greene.

§ 2. This act shall take effect immediately.

Chap. 260.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, passed May eighteen, eighteen hundred and sixty-nine.

PASSED April 3, 1871; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The provisions of section ten of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine shall not apply to any city, town, village or municipality in the counties of Cayuga and Tompkins.

§ 2. This act shall take effect immediately.

Chap. 283.

AN ACT to amend an act entitled "An act to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled 'An act to amend an act entitled an act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," passed May eighteen, eighteen hundred and seventy.

PASSED April 4, 1871; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section four of chapter seven hundred and eighty-nine of the laws of eighteen hundred and seventy is hereby amended so as to read as follows:

§ 4. It shall be the duty of such commissioner, with all reasonable dispatch, to cause to be made and executed the bonds of such municipal corporation, attested by the seal of such corporation affixed thereto, if such corporation has a common seal, and, if not, then by their individual seals, and signed and certified by said commissioners, who are hereby authorized and empowered to fix such common seal thereto, and to sign and certify such bonds. Such bonds shall become due and payable at the expiration of thirty years from their date, and shall bear interest at the rate of seven per cent per annum, payable semi-annually, and shall not exceed in amount twenty per cent of the entire taxable property within the bounds of said municipal corporation, as shown by said tax list, nor shall they exceed in amount the amount set forth in such petition. The said bonds shall also bear interest warrants, corresponding in number and amounts with the several payments of interest to become due thereon, but the commissioners may agree with any holders to register any such bonds, in which case the interest warrants on the registered bonds shall be surrendered, and the interest shall be payable only on the production of the registered bonds, which shall then be transferable only on the commissioner's records. The savings banks of this State are authorized to invest in said bonds not to exceed ten per cent of their deposits. All taxes, except school and road taxes, collected for the next thirty years, or so much thereof as may be necessary, in any town, village or city, on the assessed valuation of any railroad in said town, village or city for which said town, village or city has issued or shall issue bonds to aid in the construction of said railroad, shall be paid over to the treasurer of the county in which said town, city or village lies. It

shall be the duty of said treasurer, with the money arising from taxes levied and collected as aforesaid, which has heretofore been or shall hereafter be paid to him (including the interest thereon), to purchase the bonds of said town, issued by said town, to aid in the construction of any railroad or railroads, when the same can be purchased at or below par; the bonds so purchased to be immediately canceled by said treasurer and the county judge, and deposited with the board of supervisors. In case said bonds so issued cannot be purchased at or below the par value thereof, then it shall be the duty of said treasurer, and he is hereby directed, to invest said money so paid to him as above mentioned, with the accumulated interest thereon, in the bonds of this State, or of any city, county, town or village thereof issued pursuant to the laws of this State, or in bonds of the United States. The bonds so purchased, with the accumulated interest thereon, shall be held by said county treasurer as a sinking fund for the redemption and payment of the bonds issued or to be issued by said town, village or city in aid of the construction of said railroad or railroads. In case any county treasurer shall unreasonably refuse or neglect to comply with the provisions of this act, any tax payer in any town, village or city theretofore having issued bonds in aid of the construction of any railroad or railroads, is hereby authorized to apply to the county judge, on petition, for an order compelling said treasurer to execute the provisions of this act. And it shall be the duty of said county judge, upon a proper case being made, to issue an order directing said county treasurer to execute the provisions of this act. All provisions of laws now in force relating to the enforcement of the decrees or orders of the supreme court are hereby declared to apply to and devolve upon said county judge in the enforcement of said order. The county treasurers of the several counties of this State, in which one or more towns are situated, which have issued bonds for railroad purposes, shall execute a bond, with two sufficient sureties to be approved by the county judge of the counties respectively, to the people of the State of New York, in such penal sum as may be prescribed by the board of supervisors of the respective counties, conditioned for the faithful performance of the duties devolving upon him, in pursuance of the provisions of this act.

§ 2. This act shall take effect immediately.

Chap. 388.

AN Act extending the provisions of certain laws permitting municipal corporations to aid in the construction of railroads in the county of Niagara, excepting the town of Royalton, in said county.

PASSED April 11, 1871; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly do enact as follows:

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled, "An act to amend an act entitled, 'An act to authorize the formation of railroad corporations and to regulate the same,'" passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads; and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled, "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of all laws amendatory thereof, are hereby extended and made applicable to the county of Niagara, excepting the town of Royalton in said county.

§ 2. This act shall take effect immediately.

Chap. 537.

AN Act requiring commissioners of towns, cities and villages, appointed under the several acts to facilitate the construction of railroads in this State, to present bonds and coupons paid by them before the boards of auditors in towns, cities and villages, and providing for the cancellation and preservation of the same.

PASSED April 17, 1871; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The commissioners appointed under and by virtue of the several acts to facilitate the construction of railroads in this State, and who have been duly authorized under said laws to issue bonds of any town, city or village therein, are hereby required to present before the boards of auditors of their respective towns, cities or villages, whose duty it is annually to examine and audit the receipts and disbursements

of either town, city or village officers, at each annual meeting of said boards of town auditors, or the auditing board in any city or village, all such bonds and coupons thereof which have been paid by them respectively during the year then ending; also to render a written statement or report annually to said board, showing in items all their receipts and expenditures, with vouchers. It shall be the further duty of said commissioners to loan on proper security or collaterals or deposit in some solvent bank or banking institution, at the best rate of interest they may be able to obtain (not exceeding seven per cent), all moneys that shall come into their hands by virtue of their office, and not needed for current liabilities, and all interest or earnings accruing from such loans or deposits shall be credited to their respective towns, cities or villages, and accounted for in their annual settlements with the said boards of auditors.

§ 2. It shall be the duty of the several boards of town auditors, or any auditing board in the cities or villages of this State, before whom such bonds or coupons thereof may be presented in pursuance of section one of this act, to cancel the same, by cutting out a portion of each bond or coupon so presented, in such manner as to effectually prevent the repayment of the same.

§ 3. All bonds and coupons so presented and canceled shall be deposited for safe-keeping and future reference in the office of the clerk of the county in which such towns, cities or villages are respectively situated, and said boards of town auditors or auditing boards in any city or village shall prepare and sign a certificate, showing a full description of all bonds or coupons so canceled and deposited by them, and shall file said certificate in the office of the clerk of their respective towns and villages, and in cities in the office of the clerk of the city.

§ 4. This act shall take effect immediately.

Chap. 560.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty.

PASSED April 19, 1871.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. The twenty-second section of an act entitled "An act to authorize the formation of railroad corporations and to regulate

the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 22. Every company formed under this act, before constructing any part of their road into or through any county named in their articles of association, shall make a map and profile of the route intended to be adopted by such company in such county, which shall be certified by the president and engineer of the company, or a majority of the directors, and filed in the office of the clerk of the county in which the road is to be made, or in the office of the register in counties where there is a register's office. The company shall give written notice to all actual occupants of the land over which the route of the road is so designated, and which has not been purchased by or given to the company, of the time and place such map and profile were filed, and that the route designated thereby passes over the land of such occupant. Any occupant or owner of land over which such route passes, feeling aggrieved by the proposed location, may, within fifteen days after receiving written notice as aforesaid, give ten days' notice, in writing, to such company and to the owners or occupants of lands to be affected by any proposed alteration, of the time and place of an application to a justice of the supreme court, in the judicial district where said lands are situated, by petition duly verified, for the appointment of commissioners to examine the said route. Such petition shall set forth the petitioners' objections to the route designated by the company, shall designate the route to which it is proposed to alter the same, and shall be accompanied by a survey, map and profile of the route as designated by the company and of the proposed alteration thereof, copies of which petition, map, survey and profile shall be served upon the company and said owners or occupants, with the notice of the application. If the said justice shall consider sufficient cause therefor to exist, he may, after hearing such parties as shall appear, appoint three disinterested persons, one of whom must be a practical civil engineer, commissioners to examine the route proposed by the company and the route to which it is proposed to alter the same, and, after hearing the parties, to affirm the route originally designated, or adopt the proposed alteration thereof, as may be consistent with the just rights of all parties and the public, including the owners or occupants of lands upon the proposed alteration; but no alteration of the route shall be made except by the concurrence of the commissioner who is a practical civil engineer, nor shall an alteration be made which shall cause greater damage or injury to lands, or materially greater length of road, than the route designated by the company would cause, nor which shall substantially change the general line

adopted by the company. The determination of the commissioners shall, within thirty days after their appointment, be made and certified by them, and the certificate, with the petition, map, survey and profile, and any testimony taken before them be filed in the office of the register of the county, in counties where there is a register, otherwise in that of the county clerk. Within twenty days after the filing of such certificate any party may, by notice in writing to the others, appeal to the supreme court from the decision of the commissioners, which appeal shall be heard and decided at the next general term of the court held in any judicial district in which the lands of the petitioners, or any of them, are situated, for which the same can be noticed according to the rules and practice of said court. On the hearing of such appeal the court may affirm the route proposed by the company or may adopt that proposed by the petitioner. Said commissioners shall each be entitled to three dollars per day for their expenses and services, to be paid by the person who applied for their appointment; and, if the route of the road as designated by the company is altered by the commissioners, and their decision is affirmed on appeal (if an appeal be taken), the company shall refund to the applicant the amount so paid.

§ 2. Whenever any railroad company shall have located its road so as to terminate at any railroad previously constructed or located where-by communication might be had with any incorporated city of this State, and any other railroad company shall subsequently locate its road so as to intersect the road of said first-mentioned company, and thereby, by itself or its connections, afford communication with such city, then and in such case said first-mentioned company may alter and amend its articles of association so as to have its road terminate at the point of intersection with said road so subsequently located, provided the consent of the stockholders representing or owning two-thirds of the stock of said company shall have been first obtained thereto.

§ 3. Whenever in said act any map, survey, profile certificate, or other paper is directed to be filed or recorded in the office of the county clerk, the same shall be filed or recorded in the office of the register of the county, provided there be a register's office in said county, and all maps, profiles, surveys, reports, certificates or other papers which have, pursuant to the provisions of said act, been heretofore filed or recorded in the office of the clerk of any county in which there is a register, shall be, within thirty days after the passage of this act, transferred to the office of such register, and shall be by him refiled or recorded as of the date of the original filing or record.

§ 4. Section forty-one of an act entitled "An act to authorize the formation of railroad companies, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 41. If any person employed or who shall be employed upon the railroad of any such corporation as engineer, conductor, baggage-master, brakeman, switchman, fireman, bridge-tender, flagman, signalman, or having charge of the regulating or running of trains upon said railroad in any manner whatsoever, be intoxicated while engaged in the discharge of such duties, he shall, upon conviction thereof, be deemed guilty of a misdemeanor, and shall be punishable for each offense by a fine not exceeding one hundred dollars, or by imprisonment in a county jail for a term not exceeding six months, in the discretion of the court having cognizance of the offense. And if any person so employed as aforesaid by any such corporation shall, by reason of such intoxication, do any act or neglect any duty, which act or neglect shall cause the death or injury to any person or persons, he shall, upon conviction thereof, be punishable by imprisonment in the county jail for a term of not less than six months, or in the State prison for a term not exceeding five years, in the discretion of the court having cognizance of the offense.

§ 5. Corporations may be formed under the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, for the purpose of constructing and operating railroads for public use in transporting persons and property of the gauge of three feet and six inches or less, but not less than thirty inches within the rails, whenever capital stock of said corporation to the amount of five thousand dollars for every mile of such railroad proposed to be constructed and operated has been in good faith subscribed; and whenever five thousand dollars or more for every mile of such railroad proposed to be constructed shall be in like manner subscribed, and ten per cent thereon in good faith actually paid in cash to the directors named in the articles of association, and an affidavit made by at least three of said directors, and indorsed on or annexed to said articles, that the amount of stock hereby required has been so subscribed as aforesaid, and ten per cent thereon paid as aforesaid, and that it is intended in good faith to construct and operate such railroad, then said articles with such affidavit may be filed and recorded in the office of secretary of state; provided said articles contain all the other facts required by law to be stated in articles of association made for organizing railroad corporations, under said act entitled "An act to authorize the formation of railroad corpo-

rations and to regulate the same," passed April second, eighteen hundred and fifty; and all of the provisions of said last-mentioned act shall apply to corporations formed for the construction and operating of railroads of the gauge herein above mentioned, except as herein provided or otherwise provided by law.

§ 6. Any railroad company duly organized according to law, when the gauge of its proposed railroad shall be three feet and six inches or less, but not less than thirty inches within the rails, may, whenever six thousand dollars for every mile of its railroad proposed to be constructed in this State is in good faith subscribed toward its capital stock, and ten per cent thereon paid in good faith in cash, apply to the supreme court in the manner provided by law for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title to lands necessary for the construction and maintenance and operating said railroad, to the same extent and in the same manner as if the whole amount of capital stock specified in its articles of association was in like manner subscribed, and ten per cent thereof in like manner paid in cash, and may lay upon such road iron of a weight not less than forty pounds to the lineal yard, and may use in switches and turn-outs irons of not less than thirty pounds to the lineal yard.

§ 7. Any railroad corporation, now duly organized and legally kept in existence, which has not constructed its railroad, may construct a railroad of the gauge herein before mentioned, and may acquire title to lands necessary for the construction, maintenance and operating of such railroad on complying with the provisions of this act, and of all other provisions of law not inconsistent herewith.

§ 8. This act shall take effect immediately.

Chap. 669.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty.

PASSED April 21, 1870.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The twenty-seventh section of an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 27. No company formed under this act shall lay down or use in the construction of their road any iron rail of less weight than fifty-six pounds to the lineal yard on grades of one hundred and ten feet to the mile or under, and not less than seventy pounds to the lineal yard on grades of over one hundred and ten feet to the mile except for turn-outs, sidings and switches, provided this section shall apply only to roads now being constructed or hereafter to be constructed, when the gauge of said road exceeds four feet or over.

§ 2. Section twelve of chapter one hundred and forty of the laws of eighteen hundred and fifty is hereby amended so as to read as follows:

§ 12. As often as any contractor for the construction of any part of a railroad, which is in progress of construction, shall be indebted to any laborer for thirty or any less number of days' labor performed in constructing said road, such laborer may give notice of such indebtedness to said company in the manner herein provided; and said company shall thereupon become liable to pay such laborer the amount so due him for such labor, and an action may be maintained against said company therefor. Such notice shall be given by said laborer to said company within twenty days after the performance of the number of days' labor for which the claim is made. Such notice shall be in writing, and shall state the months and particular days of the month upon which labor was performed and remains unpaid for, the price per day, the amount due, with the name of the contractor from whom due, the section of the road performed, and shall be signed by such laborer or his attorney, to which notice an affidavit shall be annexed, made by such laborer or his attorney, to the effect that of his own knowledge the statements contained in such notice are in all respects true. Such notice so verified shall be served on an engineer, agent or superintendent employed by said company, having charge of the section of the road on which such labor was performed, personally or by leaving the same at the office or usual place of business of such engineer, agent or superintendent, with some person of suitable age. But no action shall be maintained against any company, under the provisions of this section, unless the same is commenced after ten and within thirty days after notice is given to the company by such laborer as above provided.

§ 3. This act shall take effect immediately.

Chap. 925.

AN ACT to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,'" passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, and also to amend chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of laws of eighteen hundred and sixty-nine, bounding municipalities to aid in the construction of railroads."

PASSED May 12, 1871; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section first of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine is hereby amended so as to read as follows:

§ 1. Whenever a majority of the tax payers of any municipal corporation in this State who are taxed or assessed for property, not including those taxed for dogs or highway tax only, upon the last preceding assessment roll or tax list of said corporation, and who are assessed or taxed, or represent a majority of the taxable property, upon said last assessment roll or tax list, shall make application to the county judge of the county in which such municipal corporation is situate, by petition, verified by one of the petitioners, setting forth that they are such majority of tax payers, and are taxed or assessed for or represent such a majority of taxable property, and that they desire that such municipal corporations shall create and issue its bonds to an amount named in such petition, and invest the same, or the proceeds thereof, in the stock or bonds (as said petition may direct) of such railroad company in this State as may be named in said petition, it shall be the duty of said county judge to order that a notice shall be forthwith published in some newspaper in such county, or, if there be no newspaper published in said county, then in some newspaper printed in an adjoining county, directed to whom it may concern, setting forth that on a day therein named, which shall not be less than ten days nor more than thirty days from the date of such publication, he will proceed to take proof of the facts set forth in said petition as to the number of tax payers joining in such petition, and as to the amount of taxable property represented by them. Any solvent corporation or

company assessed or taxed on said last assessment roll or tax list may join in such petition, and shall have all the rights and privileges under this act as other tax payers. Any person, partnership or corporation upon whom it shall have been intended to levy a tax by virtue of said last assessment list and tax roll, under whatever name, and who shall have paid or are liable to pay such tax thus intended to be assessed and levied, shall be a tax payer, entitled to represent the property thus taxed, and as such entitled to all the rights and privileges of this act. The petition authorized by this section may be absolute or conditional; and if the same be conditional the acceptance of a subscription founded on such petition shall bind the railroad company accepting the same to the observance of the condition or conditions specified in such petition; provided, however, that non-compliance with any condition inserted in such petition shall not in any manner invalidate the bonds created and issued in pursuance of such petition. No municipal corporation shall issue its bonds under the provisions of this act for a greater amount than twenty per centum of the taxable property thereof as appears on its said last assessment list or tax roll. The words "municipal corporation" when used in this act shall be construed to mean any city, town or incorporated village in this State, and the word "tax-payer" shall mean any corporation or person assessed or taxed for property, either individually or as agent, trustee, guardian, executor or administrator, or who shall have been intended to have been thus taxed and shall have paid or are liable to pay the tax as hereinbefore provided, or the owner of any non-resident lands, taxed as such, not including those taxed for dogs or highway tax only, and the words "tax list or assessment roll" when used in this act shall mean the tax list or assessment roll of said municipal corporation last completed before the first presentation of such petition to the judge. But nothing herein contained shall be construed so as to include the city of New York or the counties of New York, Kings, Erie, Westchester, Onondaga, and the town of Royalton in the county of Niagara, within the provisions of this act.

§ 2. Section two of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine is hereby amended so as to read as follows:

§ 2. It shall be the duty of the said judge, at the time and place named in the said notice, to proceed and take proof as to the said allegations in said petition, and if it shall appear satisfactorily to him that the said petitioners, or the said petitioners and such other tax payers of said municipal corporation as may then and there appear before him and express a desire to join as petitioners in said petition, do represent

a majority of the tax payers of said municipal corporation, as shown by the last preceding tax list or assessment roll, and do represent a majority of the taxable property upon said list or roll, he shall so adjudge and determine, and cause the same to be entered of record in the office of the clerk of the county in which said municipal corporation is situated, and such judgment and the record thereof shall have the same force and effect as other judgments and records in courts of record in this State, and in case any county judge, to whom any such petitions may have been presented, shall be declared incompetent or ineligible or in any manner disqualified to hear the same, by any court on certiorari, from any determination of such county judge in any proceeding under this act had before him, the original petitions filed with the county clerk in such proceeding and on such determination, may be taken from file and presented to a judge of an adjoining county or a justice of the supreme court; and in all such cases the same proceedings may be had before such county judge or justice of the supreme court as are required by the provisions of this act. The judge shall file the petition as part of the judgment roll, and on making his final determination in any case he shall forthwith publish notice thereof for three weeks, at least once in each week, in the same newspaper in which notice of such hearing was published as ordered.

§ 3. Section ten of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine is hereby amended so as to read as follows:

§ 10. Nothing herein contained shall be construed as permitting any municipal corporation, in or through which a railroad has already been constructed and is in operation, to aid in the construction of any other railroad under the provisions of this act, unless the railroad already built is assessed or taxed upon the assessment roll specified in this act; provided, however, that this section shall not apply to any railroad exempted from taxation by any law of this State.

§ 4. Review of proceedings under the acts hereby amended shall be by certiorari, and no writ of certiorari shall be allowed unless said writ shall be allowed within sixty days after the last publication of notice of the judge's final determination, as provided in section two of this act, and where such judgment is so entered prior to the passage of this act, unless said writ is allowed within sixty days after the passage of this act. On the return of the certiorari, the court out of which the same issued shall proceed to consider the matter brought up thereby, and shall review all questions of law and of fact determined for or against either party by the county judge. And the said courts or court of appeals in appeals now pending, and in all future proceed-

ings, may reverse or affirm or modify, in all questions of law or fact his final determination, or may remand the whole matter back to said county judge to be again heard and determined by him. And it may by order direct that he proceed thereon *de novo*, in the same manner and with the same effect as if he had taken no action therein, or it may by such order specify how and in what particulars he shall hear and determine the same on such remanding thereof. Applications for certiorari shall be on notice. On review, persons taxed for dogs or highway tax only shall not be counted as tax payers unless that claim was made before the county judge. The county judge shall forthwith proceed to carry into effect all orders of any court on review under this act.

§ 5. Chapter five hundred and seven of the laws of one thousand eight hundred and seventy is hereby amended by adding to the end of section first as follows: But in case such commissioners and such railroad corporation cannot agree, or in case the said commissioners refuse to make any agreement, then in either case the supreme court at general term may, on motion and after hearing all parties interested, determine upon what terms and conditions said bonds should be delivered to said railroad corporations, having due regard to the public good, the rights of said municipal corporation whose bonds are authorized to be issued, and the rights of said railroad corporation, and shall have power to compel the delivery of said bonds on such terms and conditions, and in such manner as it shall thus determine upon, by the usual process of the court. Said court shall also, by the usual process of said court in like cases, have power at any time to prevent by injunction the issue of said bonds or any portion thereof, on notice and for good cause shown. And any justice of said court may grant a temporary injunction until such motion can be heard.

§ 6. Section four of chapter nine hundred and seven of laws of eighteen hundred and sixty-nine, as amended by chapter two hundred and eighty-three of the laws of eighteen hundred and seventy-one, is hereby amended by adding at the end thereof as follows: In case of a vacancy in the office of commissioners, or in case all commissioners are notified of any meeting, a majority of the commissioners shall have and exercise all the powers and duties of the three commissioners. The said commissioners may issue the said bonds payable at any time they may elect, less than thirty years, any law heretofore passed to the contrary, but they shall not so issue said bonds that more than ten per cent of the principal of the whole amount of bonds issued shall become due or payable in any one year.

§ 7. This act shall take effect immediately.

Chap. 54.

AN ACT to extend to the towns of Skaneateles and Spafford, of the county of Onondaga, the provisions of the act entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, passed May the fifteenth, eighteen hundred and sixty-nine," and of acts amendatory thereof.

PASSED February 23, 1872; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The provisions of the act entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, passed May eighteenth, eighteen hundred and sixty-nine," and of the other acts amendatory thereof, are hereby made applicable to the towns of Skaneateles and Spafford in the county of Onondaga.

§ 2. This act shall take effect immediately.

Chap. 62.

AN ACT extending the provisions of certain laws permitting municipal corporations to aid in the construction of railroads, in the towns of Salina and Clay, and the village of Liverpool, in the county of Onondaga.

PASSED February 23, 1872; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and

seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one, entitled "An act to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,'" passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, and also to amend chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of all laws amendatory thereof, are hereby extended and made applicable to the towns of Salina and Clay and the village of Liverpool, in the county of Onondaga.

§ 2. This act shall take effect immediately.

Chap. 81.

AN ACT to amend an act passed April nineteenth, eighteen hundred and seventy-one, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,'" passed April second eighteen hundred and fifty.

PASSED March 5, 1872; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Section fifth of the act passed April nineteenth, eighteen hundred and seventy-one, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty," is hereby amended so as to read as follows :

§ 5. Corporations may be formed under the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, for the purpose of constructing and operating railroads for public use in transporting persons and property, of the gauge of three feet and six inches or less, but not less than thirty inches within the rails ; whenever capital stock of said corporation to the amount of one thousand dollars for every mile of such railroad proposed to be constructed and operated has been

in good faith subscribed, and whenever one thousand dollars or more for every mile of such railroad proposed to be constructed shall be in like manner subscribed, and ten per cent thereon in good faith actually paid in cash to the directors named in the articles of association, and an affidavit made by at least three of said directors, and indorsed on or annexed to said articles that the amount of stock hereby required has been so subscribed as aforesaid, and ten per cent thereon paid as aforesaid, and that it is intended in good faith to construct and operate such railroad, then said articles with such affidavit may be filed and recorded in the office of Secretary of State, provided said articles contain all the other facts required by law to be stated in articles of association made for organizing railroad corporations under said act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty; and all the provisions of said last-mentioned act shall apply to corporations formed for the construction and operating of railroads of the gauge herein above mentioned, except as herein provided or otherwise provided by law.

§ 2. This act shall take effect immediately.

Chap. 307.

AN ACT extending the provisions of certain laws permitting municipal corporations to aid in the construction of railroads to the village of Middleport, in the county of Niagara.

PASSED April 22, 1872; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled An act to amend an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads; and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of all laws amendatory thereof and supplementary thereto, are hereby extended and made applicable to the village of Middleport in the county of Niagara.

§ 2. This act shall take effect immediately.

Chap. 350.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

PASSED April 24, 1872.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Paragraph six of section twenty-eight of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended by adding thereto the following:

And all companies whose railroads are or shall hereafter be crossed, intersected or joined as aforesaid, shall receive from each other and forward to their destination all goods, merchandise, and other property intended for points on their respective roads, with the same dispatch and at a rate of freight not exceeding the local tariff rate charged for similar goods, merchandise and other property received at and forwarded from the same point for individuals and other corporations.

§ 2. This act shall take effect immediately.

Chap. 516.

AN ACT extending the provisions of certain laws permitting municipal corporations to aid in the construction of railroads to the county of Erie.

PASSED May 4, 1872; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act to authorize the formation of railroad corporations, and to regulate the same, passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," as amended by subsequent laws, and chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of the laws amendatory thereof are hereby extended and made applicable to the county of Erie.

§ 2. This act shall take effect immediately.

Chap. 590.

AN ACT to regulate processions and parades in the cities of the State of New York.

PASSED May 7, 1872.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. No procession or parade shall use any street upon the surface of which is a railway track or tracks by marching upon the said track or tracks, and a free passage of cars upon railway tracks shall not be interfered with by the formation, halt or march of any such procession or parade, or of the persons composing it. Whenever any procession shall find it necessary to march across a railway track, the portion of said procession which in so marching is likely to stop the passage of any car or cars upon said track shall come to a halt in order to permit said car to proceed.

§ 2. All processions or parades, occupying or marching upon any street of any city to the exclusion or interruption of other citizens in their individual right of use thereof (excepting the national guard and the police and fire departments), are forbidden, unless written notice of the object, time and route of such procession or parade be given by the chief officer thereof, not less than six hours previous to its forming or marching, to the police authorities of said city; and it may be lawful for said police authorities to designate to such procession or parade how much of the street in width it can occupy with especial reference to crowded thoroughfares through which said procession may move; and when so designated, the chief officer of said procession or parade shall be responsible that the designation is obeyed; and it shall be the duty of the police authorities to furnish such escort as may be necessary to protect persons and property, and maintain the public peace and order.

§ 3. All processions and parades on Sunday, in any street or public place of any city, excepting only funeral processions engaged in the actual burial of the dead, and processions to and from any place of worship in connection with a religious service there celebrated, are forbidden; and in no such excepted case shall there be any music, fireworks, discharge of cannon or fire-arms, or other disturbing noise; provided, that in any military funeral music may be played while escorting the body, but such music shall not be played within one block of any place of worship where worship is being celebrated.

§ 4. Every person willfully violating any provision of this act shall

be guilty of a misdemeanor, punishable with a fine not exceeding twenty dollars, or imprisonment not exceeding ten days, or both at the discretion of the court.

§ 5. This act shall take effect immediately.

Chap. 689.

AN ACT extending the provisions of certain laws, permitting municipal corporations to aid in the construction of railroads, to the town of Marcellus, in the county of Onondaga.

PASSED May 14, 1872; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one, entitled "An act to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, and also to amend chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of all laws amendatory thereof are hereby extended and made applicable to the town of Marcellus, in the county of Onondaga.

§ 2. This act shall take effect immediately.

Chap. 824.

AN ACT to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," as amended by chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one, so far as the same is applicable to "the Sodus Bay and Corning Railroad Company," under its present or former corporate name.

PASSED May 22, 1872; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. All signatures heretofore made to any petition asking that any municipality of this State may create and issue its bonds in aid of the said "The Sodus Bay and Corning Railroad Company" under its present or former corporate name under any of the acts hereby amended, which signatures were made at any time after the commencement of the formation of said railroad company by stockholders signing the articles of association of said railroad company, shall and are hereby declared to have been and to be as valid and effectual in all proceedings and courts as though said signatures had been made after the certificate of incorporation of said railroad company under its former corporate name of "The Sodus Bay, Corning and New York Railroad Company" had been duly filed in the office of the secretary of State; but this act shall not apply to any municipality in Wayne county.

§ 2. This act shall take effect immediately.

Chap. 829.

AN ACT in relation to the formation of railroad companies.

PASSED May 22, 1872.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Whenever any number of persons, not less than twenty-five, shall make and sign, or shall before the passage of this act have made and signed, articles of association, containing the statements required by

section one of an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, except the names and places of residence of thirteen directors of the company as therein provided; and thereafter thirteen directors have been chosen at a meeting of subscribers to such articles, and the names and places of residence of such directors so chosen have been inserted in such articles so subscribed, and there has been indorsed thereon the affidavit prescribed by the second section of said act, and said articles have been filed and recorded in the office of the secretary of state; thereupon, the persons who have subscribed such articles, and all persons who shall thereafter become stockholders in such company shall be a corporation by the name specified in such articles of association, and have the same powers and privileges, and be subject to the same liabilities, as though such articles had when signed contained the names and places of residence of such directors.

§ 2. This act shall take effect immediately.

Chap. 843.

AN ACT to amend an act entitled "An act supplementary to the act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty."

PASSED May 23, 1872; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly do enact as follows:

SECTION 1. Section five of chapter six hundred and ninety-seven of the laws of eighteen hundred and sixty-six is hereby amended to read as follows:

"§ 5. Any railroad corporation now existing or hereafter to be formed under the laws of this State may extend the time for the continuance of such corporation, beyond the time named for that purpose in the original act of incorporation or articles of association of such corporation, by the consent of the holders of two-thirds in amount of the stock of such corporation, in a certificate to be signed and proved, or acknowledged by the stockholders signing the same, so as to entitle it to be recorded, in the office of the secretary of State, in the book kept in said office for the record of articles of association of railroad companies; and thereupon the time of the existence of such corporation shall be extended for the period designated in such certificate, and

such corporation shall, from that time during its existence so extended, possess all the rights, privileges and franchises at that time enjoyed or exercised by such corporation."

§ 2. Whenever two railroad companies for a portion of their respective lines embrace the same location of line, or whenever their lines connect or are tributary to each other, such companies may by agreement provide for the construction by one of said companies of so much of said line as is common to both or connects with its own line, and for the manner and terms upon which the business thereon shall be performed; and the company so constructing the common or connecting and tributary portion of road shall, if the terms of such agreement so provide, be entitled to have and receive all the town bonds which have been or may be authorized to be issued to either company in aid of the construction thereof, and the towns authorized to issue such bonds are hereby authorized and required to exchange the same for the stock or bonds of the railroad company that shall, under such agreement, construct a railroad upon the line designated therein, to an amount specified in the petition of the tax payers, or remaining unpaid on their subscription to the stock of either of said railroad companies. Nothing in this act contained shall be construed so as to compel the commissioners of any town that has assented to bond for railroad purposes for any specified line of railroad to surrender the bonds of any such town to any other railroad organization, until the assents of a majority of the tax payers, owning a majority of the property appearing upon the assessment roll of such town, has been first obtained.

§ 3. This act shall take effect immediately.

Chap. 883.

AN ACT to confer jurisdiction upon the supreme court or the judges thereof in proceedings under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to authorize the formation of railroad corporations and to regulate the same, passed April second, eighteen hundred and fifty, so as to permit the municipal corporations to aid in the construction of railroads," as amended by chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one, and to repeal section ten of said act as thus amended.

PASSED June 15, 1872.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The petition of a majority of the tax payers of any municipal corporation in this State who are assessed or taxed, or represent a majority of the taxable property of said corporation as required, and provided by section one of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, as amended by chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one, duly verified as therein required, may be presented to any judge of the supreme court at any special term of said court, and on such presentation said judge or said court shall have all power and proceed to give notices, hear the parties and proofs, and adjudge, decree and determine as to all matters in like manner, and in all respects and with like force and effect as the county judge would have done under the acts hereby amended had such petition been presented to him. Such court or judge thereof, upon the presentation of such petition, or at any time thereafter during the pendency of any proceeding, are hereby authorized to appoint any proper person as referee to take the evidence, and report thereupon upon any questions pending in such proceedings, and such person thus appointed referee shall have all the powers of referees appointed by the supreme court in actions therein, and shall report the evidence taken by him with his conclusions of fact and law and opinion thereupon to said judge or court appointing him.

The said judge or any special term of said court may, on a notice of not less than eight days to all parties appearing on the hearing upon filing the report of said referee, hear, determine and decree as to all matters as though the proofs had been taken without any reference in such proceedings, and with like force and effect as is provided with

regard to a county judge under the acts hereby amended. No appeal can be taken from any order or decree under this act, unless on notice to all parties appearing on the hearing, and the granting or refusing said appeal, and proceedings thereunder, shall be governed by the same rules as govern the granting or refusing a certiorari of proceedings under the acts hereby amended, and proceedings under said certiorari, if allowed.

§ 2. Section ten of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, as amended by section three of chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one is hereby repealed.

§ 3. This act shall take effect immediately.

Chap. 352.

AN ACT to amend the act entitled "An act authorizing the consolidation of certain railroad companies," passed May twentieth, eighteen hundred and sixty-nine.

PASSED April 30, 1873.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The second subdivision of the second section of the act entitled "An act authorizing the consolidation of certain railroad companies," passed May twentieth, eighteen hundred and sixty-nine, is hereby amended by inserting after the word "business," in said subdivision, the following words, "or in case no daily newspaper is published in such county, then such general notice may be published once in each week in some newspaper printed in such city, town or county."

§ 2. This act shall take effect immediately.

Chap. 710.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

PASSED June 11, 1873.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. The fifth section of an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended by adding thereto the following: The purchaser or purchasers, or the grantee or grantees of any purchaser or purchasers of the real estate, tracks and fixtures of any railroad corporation, which has heretofore been sold, or may be hereafter sold by virtue of any mortgage, or by virtue of any judgment, decree or order of any court having jurisdiction in the premises; may associate with him or them any number of persons, and make and acknowledge and file articles of association as prescribed by the first section of this act; such articles shall be entitled to be filed when there is indorsed thereon an affidavit made by at least three of the directors named in said articles, that it is intended in good faith to maintain and operate the road mentioned in such articles, and upon the filing thereof, so indorsed, the parties making such articles of association, and their associates, shall thereupon be a corporation with all the powers, privileges and franchises, and subject to all the provisions of this act. Nothing herein contained shall be construed to authorize any company organized under this act to charge any greater rate of fare than they were authorized by law to charge previous to such reorganization.

§ 2. This act shall take effect immediately.

Chap. 720.

AN ACT to compel railroad commissioners to give bonds.

PASSED June 11, 1873.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. The commissioners referred to in section three of the act entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," passed May eighteen, eighteen hundred and sixty-nine, are hereby required in all cases of future appointment, within ten days after entering upon the duties of their office, and before receiving any funds belonging to the town in said section three referred to, to make and deliver to the clerk thereof a bond in such penalty and with such sureties as the board of auditors for such town shall prescribe, conditioned for the faithful discharge of their official duties, and that they will well and truly keep and pay over and account for all moneys belonging to such town, and coming into their hands as such commissioners. And in all cases, where such commissioners have entered upon the duties of their offices without executing such bond, it shall be their duty to make and file the same within twenty days after the passage of this act, and within ten days after notice thereof from the supervising officer of said municipal corporation. Such office of commissioner shall be and become vacated on failing or refusal to file the bond as herein required.

§ 2. No railroad commissioner of a town shall hereafter be eligible to the office of the supervisor thereof.

§ 3. This act shall take effect immediately.

Chap. 240.

AN ACT to further amend an act, passed April twentieth, eighteen hundred and sixty-six, entitled "An act supplementary to the act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,'" passed April second, eighteen hundred and fifty.

PASSED April 23, 1874; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section five of chapter six hundred and ninety-seven of the laws of eighteen hundred and sixty-six, entitled "An act supplementary to the act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,'" passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 5. The continuance of any railroad corporation now existing, or hereafter to be formed under the laws of this State, may be extended beyond the time named for that purpose in its act or acts of incorporation, or in the articles of association of such corporation, by the filing in the office of the secretary of state a certificate of consent to such extension, signed by the holders of two-thirds in amount of the stock held by the stockholders of such corporation, and in every case where such consent has been or shall be so filed, the term of existence of such corporation is hereby extended and declared to be extended for the period designated in such certificate, and each such corporation shall, during the period named in such certificate, possess and enjoy all the rights, privileges and franchises enjoyed or exercised by such corporation at the time such certificate was or shall be so filed. Each such certificate shall be proved or acknowledged by the individuals signing the same before some officer authorized by law to take acknowledgments of deeds, and whenever such stock shall be owned or held by firms or copartnerships the execution of such certificate shall be acknowledged by one or more of such copartners; and it shall be the duty of the secretary of state to record such certificate in the book kept in his office for the record of articles of association of railroad companies. A copy of such certificate and of the acknowledgment thereof, certified by the secretary of state, shall be presumptive evidence of the truth of the facts therein stated.

§ 2. This act shall take effect immediately.

Chap. 430:

AN ACT to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases.

PASSED May 11, 1874.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. In case the railroad and property connected therewith, and the rights, privileges and franchises of any corporation created under the general railroad law of this State, or existing under any special act of the legislature thereof, shall be sold under or pursuant to the judgment or decree of any court of competent jurisdiction made to execute the provisions or enforce the lien of any deed or deeds of trust, or mortgage theretofore executed by such company, the purchasers of such railroad property and franchises, their grantees or assigns, or a majority of them, may become a body politic and corporate with all the franchises, rights, powers, privileges and immunities which were possessed before such sale by the corporation whose property shall have been sold as aforesaid, by filing in the office of the secretary of state a certificate, duly executed under their hands and seals, and acknowledged before an officer authorized to take the acknowledgment of deeds, in which certificate the said persons shall describe by name and reference to the act or acts of the legislature of this State under which it was organized, the corporation whose property and franchises they shall have acquired as aforesaid, and also the court by authority of which such sale shall have been made, giving the date of the judgment or decree thereof, authorizing or directing the same, together with a brief description of the property sold, and shall also set forth the following particulars :

1. The name of the new corporation intended to be formed by the filing of such certificate.
2. The maximum amount of its capital stock, and the number of shares into which the same is to be divided.
3. The number of directors by whom the affairs of the said new corporation are to be managed, and the names and residences of the persons selected to act as directors for the first year after its organization.

And upon the due execution of such certificate and the filing of the same in the office of the secretary of state, the persons executing such certificate and who shall have acquired the title to the property and franchises sold as aforesaid, their associates, successors and assigns, shall become and be a body politic and corporate by the name specified

in such certificate, and shall become and be vested with, and entitled to exercise and enjoy, all the rights, privileges and franchises which, at the time of such sale, belonged to or were vested in the corporation formerly owning the property so sold, and shall be subject to all the duties and liabilities imposed by the provisions of the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, and of the acts amendatory thereof, except so far as may be inconsistent herewith; and a copy of the said certificate, by the secretary of state or his deputy, shall be presumptive evidence of the due formation of the new corporation therein mentioned; provided, always, that a majority of said persons shall be citizens and residents of this State.

§ 2. In case the persons organizing the new corporation to be formed, as provided in the first section of this act, shall have acquired title to the railroad property and franchises which may have been sold as in said section mentioned, pursuant to any plan or agreement for the re-adjustment of the respective interests therein of the mortgage creditors and stockholders of the company owning such property and franchises at the time of any such sale, and for the representation of such interests of creditors and stockholders in the bonds or stock of the new corporation to be formed, as mentioned in said section, the said new corporation shall be authorized and have the power to issue its bonds and stock in conformity with the provisions of such plan or agreement; and the said new corporation may, at any time within six months after its organization, compromise, settle or assume the payment of any debt, claim or liability of the former company, upon such terms as may be approved by a majority of the agents or trustees intrusted with the carrying out of the plan or agreement of re-organization aforesaid; and for the purposes of such plans and of such settlements, the said new corporation may and shall be authorized to establish preferences in respect to the payment of dividends in favor of any portion of its said capital stock, and to divide such stock into classes; provided, nevertheless, that nothing herein contained shall be held to authorize the issue of capital stock by the said new company to an aggregate amount exceeding the maximum amount of such stock mentioned in its certificate of incorporation.

§ 3. Every stockholder in any company, the franchises and property whereof shall have been sold as aforesaid, shall have the right to assent to the plan of re-adjustment and re-organization of interests pursuant to which such franchises and property shall have been purchased as aforesaid, at any time within six months after the organization of said new company, and by complying with the terms and conditions of such plan become entitled to his *pro rata* benefits therein according to its terms.

§ 4. Full power is hereby given to the railroad commissioners, corporate authorities or proper officials of any city, town or village, who may hold stock in any corporation, the property and franchises whereof shall be liable to be sold, as mentioned in the first section of this act, to assent to any plan or agreement of re-organization which provides for the formation of a new company, in conformity with this act, and the issue of stock therein to the proper authorities or officials of said cities, towns or villages, in exchange for the stock of the old or former company by them respectively held at par, subject to the foregoing provisions of this act. And such railroad commissioners, corporate authorities or other proper officials, may assign, transfer or surrender the stock so held by them in the manner required by any such plan and accept in lieu thereof the stock issued by said new corporation in conformity therewith.

§ 5. This act shall take effect immediately.

Chap. 108.

AN ACT in relation to railroad corporations.

PASSED April 15, 1875 ; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. In any case where two or more railroad companies shall have been, or shall hereafter be, organized under the general laws of this State, the whole of whose lines, as located by them respectively, shall form one continuous and connecting line of road, the said companies may consolidate their lines of road, stock, franchises and property according to the existing laws of this State relating to the consolidation of railroad companies ; and any such consolidated company may thereupon construct or finish the construction of such continuous line of railroad and operate the same, subject to all provisions of law applicable to railroad corporations, organized under the said general laws, so far as not inconsistent with this act ; but this act shall not in any manner affect the existing laws regulating the rate of fare on any railroad.

§ 2. This act shall take effect immediately.

Chap. 193.

AN ACT further to amend chapter three hundred and forty-six of the Laws of eighteen hundred sixty-three, entitled "An act empowering railroad companies to employ police force."

PASSED April 29, 1875.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Section three of chapter three hundred and forty-six of the laws of eighteen hundred and sixty-three, entitled "An act empowering railroad companies to employ police force," passed April twenty-nine, eighteen hundred and sixty-three, amended by chapter two hundred and fifty-nine, Laws of eighteen hundred and sixty-six, is hereby amended so as to read as follows :

§ 3. Every policeman so appointed shall, within fifteen days after receiving his commission, and before entering upon the duties of his office, take and subscribe the oath of office prescribed in the case of officers appointed by the governor, in the twelfth article of the Constitution, which oath of office shall be taken and subscribed before the secretary of State, or before the county clerk of the county in which such policeman resides, which said oath, or a duplicate thereof, shall be filed in the office of the secretary of State. And it shall be the duty of the secretary of State, upon the filing of such oath of office, to transmit to the county clerk of each county through or into which the railroad or steamboat for which such policeman is appointed may run, and in which the said policeman is herein authorized to act, a certificate under his hand and the seal of his office, setting forth the appointment of said policeman by the governor, and that his commission is recorded and oath of office filed in the office of said secretary of State, which certificate shall be filed by each county clerk receiving the same. Such policeman shall thereupon severally possess all the powers of policemen in the several towns, cities, and villages in which they shall be so authorized to act as aforesaid.

§ 2. This act shall take effect immediately.

Chap. 256.**AN ACT relating to the consolidation of certain railroad companies.**

PASSED May 7, 1875 ; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Any railroad company organized under the laws of this State may merge and consolidate its capital stock, franchises and property with the capital stock, franchises and property of any railroad company or companies organized under the laws of the State of Pennsylvania, whenever the two or more railroads of the companies or corporations so to be consolidated shall or may form a continuous line of railroad.

§ 2. Such consolidation shall be effected in the manner provided for by an act entitled "An act to authorize the consolidation of certain railroad companies," passed May twentieth, eighteen hundred and sixty-nine, and also subject to the laws of the State of Pennsylvania.

§ 3. At any meeting of the stockholders of any such company or corporation to consider any agreement or proposition to consolidate, the commissioners or other officer of any municipal corporation holding or having charge of any of the capital stock of such railroad company or corporation shall represent such municipal corporation, and may act and vote in person or by proxy on all matters relating to such consolidation in the same manner as individual stockholders.

§ 4. This act shall take effect immediately.

Chap. 328.**AN ACT to authorize the payment, in whole or in part, of the bonded indebtedness of any of the towns in this State created in aid of any railroad therein, and to prescribe the mode in which the people thereof shall determine the time and amount of such payment.**

PASSED May 14, 1875 ; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Upon the application in writing of at least twelve citizens, tax-payers of any town in this State, addressed to the supervisor

of such town, asking for the payment, in whole or in part, of the bonded indebtedness of such town created in aid of any railroad therein, specifying the amount of such indebtedness to be paid, and how much thereof shall be paid annually, and asking also for a vote of the people of such town upon the question, the time and the amount of such payment, the said supervisor shall, at the next annual town meeting to be held in such town, submit such question to the qualified voters of such town, and shall take the votes thereof in the manner following, to wit: The said supervisor shall have prepared a suitable book in which shall be transcribed a copy of the aforesaid application, underwritten with the names of the signers thereof, and shall open the same, at the time of the opening of the polls of such town meeting, for the signatures of the qualified voters of such town, by reading aloud to the people the said application and the names of its signers. The said voters, together with other individuals paying taxes in said town, who shall favor such application may, during the time the polls of such town meeting are open, subscribe in such book such transcribed application, or may authorize the clerk of such town to subscribe the same for him or her. And any solvent moneyed, manufacturing or other corporation or company formed under the laws of this State, and being assessed on real or personal property in such town, shall have all the rights and privileges under this act so far as property representation is concerned, as other tax-payers, to be exercised by its chief financial officer.

§ 2. Immediately after the close of the polls at such town meeting, the said supervisor shall affix his certificate, next succeeding the last named subscribed in such book, to the effect that the persons, whose names are subscribed in such book, are qualified voters of such town, or tax-payers therein, and assented to the proposition submitted in the said application at such town meeting, and shall, forthwith and within five days after such town meeting, transmit the said books so completed to the county judge of his county; and it shall be the duty of said judge forthwith and within ten days thereafter to proceed to take proof as to the relative number and assessed property represented by such voters; and if it shall appear satisfactorily to him that the persons who had so signed said application, and such other tax-payers of said town as may then and there appear before him and express a desire to subscribe the same, do represent a majority of the tax-payers of said town as shown by the last preceding tax-list or assessment roll, and do represent a majority of the taxable property upon said list or roll, he shall so adjudge and determine and cause the same to be entered of record, and shall forthwith certify the same to the board of supervisors

of his county, to whom he shall also transmit such book with its contents.

§ 3. It shall, thereupon, be the duty of the said supervisors, in accordance with the terms and request of such application, to cause to be assessed, levied and collected in such town, as other taxes in such town are assessed, levied and collected, in each year, as the same is designated in such application, such sum or sums as shall be sufficient to pay off and discharge the said bonded indebtedness, either at one time and by one assessment, or by installments of yearly assessments and payments as may be designated in such application.

§ 4. The money so assessed, levied and collected shall be sacredly applied to the payment of the bonds of such town so given in aid of railroads as designated in such application, and to no other purpose whatever; except, that in case there shall not be, of such bonds, as are then due and payable, sufficient in amount to exhaust the whole sum so collected, and the holders and owners of such other bonds, as may not then have matured, shall not be willing to accept payment thereof, the said supervisor shall cause the residue of said money, so collected, after paying such bonds as he may be able to retire, to be invested in such State, county, town, city or village bonds as may have been issued in pursuance of the laws of this State, or in United States bonds, to be deposited with the treasurer of said county as a sinking fund for the redemption and payment of the bonds of such town created in aid of any railroad therein, and the avails of such sinking fund shall be sacredly applied for the payment and redemption of the bonds of such town as the same become due.

§ 5. This act shall take effect immediately.

Chap. 392.

AN ACT for the better security of railroad employes for labor performed.

PASSED May 18, 1875; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Any person who shall hereafter perform any labor for a railroad corporation shall, on filing with the county clerk of any county in which such railroad corporation is situated, or through which the road of such corporation passes, the notice prescribed by

the second section of this act, have a lien for the value of such labor upon such railroad track, rolling stock and appurtenances, and upon the land upon which such railroad track and appurtenances are situated, to the extent of the right, title and interest of such railroad corporation in the property existing at the time of filing the said notice.

§ 2. Within thirty days after the performance and completion of such labor, such person shall file a notice, in writing, with the county clerk of the county where the property is located, specifying the amount of claim, and the corporation against whom the claim is made. The county clerk shall enter the particulars of such notice in a book to be kept in his office, to be called the "lien docket," with the name of claimant, amount claimed, the name of such corporation against which such claim is made, and the date of the filing of the notice, hour and minute. A fee of ten cents shall be paid to said clerk on filing such lien, and said notice, when so filed, shall thereafter operate as an incumbrance upon said property.

§ 3. Any person performing labor, in availing himself of the provisions of this act, shall, upon the trial, or at the assessment of damages, produce evidence to establish the value of such labor, and that the same was performed for such railroad corporation.

§ 4. Any laborer performing any work, or assignee thereof, may, after such labor is performed, and the service of the notice required by the first section of this act, bring an action in any of the courts of the county in which said property is situated to enforce said lien, requiring such railroad corporation to appear, by attorney, within thirty days after such service and answer the same, or, in default thereof, the claimant may take judgment for the amount of claim and costs.

§ 5. Every lien created under the provisions of this act shall continue until the expiration of one year, unless sooner discharged by the court or some legal act of the claimant in the proceedings; but when a judgment is entered therein, and docketed with the county clerk within said year, it shall be a lien upon the real property of the railroad corporation against whom it is obtained, to the extent that other judgments are now made a lien thereon.

§ 6. The liens created and established by virtue of the provisions of this act shall be paid and settled according to the priority of the notice filed with the county clerk, as directed by the second section hereof.

§ 7. All liens created by this act may be discharged as follows:

1. By filing with the county clerk a certificate of the claimant, or his successors in interest, acknowledged or proved in the same man

ner as a conveyance of real estate, stating that the lien has been paid or discharged; or

2. By depositing with the court or clerk of the court a sum of money equal to double the amount claimed, which money shall be thereupon held subject to the determination of the lien; or

3. By an entry of the county clerk, made in the book of liens, that the proceedings on the part of the claimant have been dismissed by the court in which it is brought, or a judgment rendered against the said claimant; or

4. By an affidavit of the service of a notice from such railroad corporation, or its attorney, to the claimant, requiring such claimant to commence an action for the enforcement of said lien within twenty days after service of said notice, and the failure of said claimant to commence an action as aforesaid.

§ 8. Each and all the stockholders of such corporation shall be jointly and severally liable for the debts due or owing to any of its laborers or servants, other than contractors for personal service for ninety days' service, or less than ninety service, performed for such corporation, but shall not be liable to an action therefor, before an execution shall be returned unsatisfied in whole or in part against the corporation, and the amount due on such execution shall be the amount recoverable with costs against such stockholders, before such laborer or servant shall charge such stockholders for such ninety days' service, or less than ninety days' service, he shall give notice in writing, within twenty days after the performance of such service, that he intends to so hold him liable, and shall commence such action therefor within thirty days after the return of such execution unsatisfied, as above mentioned; and every such stockholder against whom any such recovery by such laborer or servant shall have been had, shall have a right to recover the same of the other stockholders in such corporation in ratable proportion to the amount of the stock they shall respectively hold with himself.

Chap. 421.

AN ACT to authorize towns, cities and villages to pay their bonds, issued for railroad purposes, by exchanging therefor their railroad stock or bonds, and to exchange their stock of any railroad corporation for the bonds of such corporation.

PASSED May 22, 1875; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall be lawful for any town, city or village to exchange the bonds and stock of any railroad corporation for and in payment of the bonds of any such town, city or village, heretofore issued in aid of any such railroad corporation, and it shall be lawful for any town, city or village to exchange the stock of any railroad corporation for the bonds of such corporation; and such exchange may be made by the officers of such town, city or village having the lawful charge and custody of such railroad stock and bonds, but the same shall not be thus exchanged for less than the par value thereof; and when any such exchange shall be made, report thereof shall be made, by the officers making the same, to the then next meeting of the board of auditors of their town, the common council of their city, or the board of trustees of their village; and the town, city or village bonds obtained by such exchange, shall thereupon be canceled.

§ 2. This act shall take effect immediately.

Chap. 483.

AN ACT to amend chapter eight hundred and twenty-five of the Laws of eighteen hundred and seventy-three, entitled "An act to authorize the laying of rails and to run cars thereon for the transportation of passengers in certain streets and avenues in the upper part of the city of New York."

PASSED June 5, 1875.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section four of chapter eight hundred and twenty-five of the Laws of eighteen hundred and seventy-three, entitled "An act

to authorize the laying of rails and to run cars thereon for the transportation of passengers in certain streets and avenues in the upper part of the city of New York," is hereby amended so as to read as follows:

§ 4. The first nine persons or grantees named in the foregoing first section of this act shall, as soon as practicable, after its passage, by a notice in writing, signed by them, convene a meeting of the persons or grantees named in said first section, or their assigns, for the purpose of organizing at a time and place in the city of New York to be designated in said notice of organization. A copy of said notice shall be served upon each of the other grantees, or their assigns, either in person or by depositing the same in the post-office, directed to him at the post-office nearest his last known place of residence or business, at least twenty days before the day specified for such meeting. Two-thirds of the persons named, or their assigns, at said meeting shall be competent to organize, and shall possess all the powers necessary to carry out the purposes of this act.

§ 2. This act shall take effect immediately.

Chap. 585.

AN ACT to provide for the sale of stock and bonds of bankrupt railroad companies by municipal corporations holding the same, and for the disposition of the proceeds of such stock or bonds.

PASSED June 12, 1875 ; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Any municipal corporation within this State holding and owning any stock or mortgage bonds of any railroad company in this State which shall have been adjudicated bankrupt, or the property of which shall be in the possession of a receiver appointed under the laws of this State, or the railroad or other property of which shall have been sold, or shall have been deemed to be sold, by virtue of any decree of foreclosure of any mortgage executed by such railroad company, is hereby authorized to sell and dispose of such stock or mortgage bonds in the manner hereinafter provided.

§ 2. The commissioner or commissioners of any municipal corporation within this State which shall have issued its bonds in aid of the

construction of the railroad of any railroad company in this State within the provisions of section one of this act appointed to issue such bonds of any municipal corporation under any law of this State, or the successor or successors in office of any such commissioner or commissioners, on the application of the mayor and common council of any city, or of the board of trustees of any incorporated village, or of the supervisor of any town within this State, the bonds of which shall have been issued in aid of the construction of any such railroad, as aforesaid, shall forthwith publish a notice of the sale at public auction of the stock or mortgage bonds of any such railroad company held and owned by such municipal corporation as aforesaid, at such public place within the limits of such municipal corporation as such commissioner or commissioners may specify in such notice. The said notice shall specify the amount of such stock or bonds so held by said municipal corporation and the number of shares of such stock, and the amount of such bonds, respectively, and the name of the railroad company by which the same were issued, and shall be published in two newspapers published in the county wherein such railroad may be situated, or if it extends through or into more than one county, then in two newspapers published in each county wherein such railroad may be situated, at least once in each week after the first publication of such notice, until the day of sale, which shall be not less than ten nor more than twenty days after the first publication of the said notice.

§ 3. On the day and at the place of sale specified in the notice aforesaid, the said commissioner or commissioners shall sell at public auction, to the highest bidder for cash, all the stock or mortgage bonds of any such railroad company so held and owned by such municipal corporation as aforesaid, in such parcel or parcels as in their discretion shall be most advantageous to the said municipal corporation, and shall deliver the same to the purchaser or purchasers thereof, and shall execute to such purchaser or purchasers any transfer or assignment of such stock or bonds necessary to transfer the same, and thereupon the purchaser or purchasers of such stock or bonds shall be vested with all the right, title, and interest of the said municipal corporation, and of the said commissioner or commissioners in and to the stock or bonds so sold as aforesaid.

§ 4. All moneys received by said commissioner or commissioners for any stock or mortgage bonds sold pursuant to the provisions of this act shall be immediately paid over to the treasurer or other officer of such municipal corporation having charge of its funds, in case of

a town to the supervisor thereof for the use of such municipal corporation, and, after paying the expenses of such sale, shall be applied by such municipal corporation to the payment and extinguishment of its bonds issued in aid of said railroad company, and to no other purpose whatever; provided, that in case the municipal bonds so issued shall have been all paid before such sale, or in case the moneys realized from such sale shall be more than sufficient to pay off the municipal bonds issued as aforesaid in aid of such railroad corporation then outstanding, the proceeds of such railroad stock or bonds, or any such balance thereof, shall be applied by such municipal corporation to the payment of, such other debt thereof, or to defray such other lawful charge thereupon as the common council of any such city, or the board of trustees of any such incorporated village, or the qualified voters of any such town, in town meeting, may direct.

§ 5. All acts and parts of acts, so far as they are inconsistent herewith, are hereby repealed.

§ 6. This act shall take effect immediately.

Chap. 586.

AN ACT to define the powers and privileges of railroad corporations, and to repeal sections three and four of chapter two hundred and seventy-eight of the Laws of eighteen hundred and sixty-eight, entitled "An act in relation to the Erie, New York Central, Hudson River and Harlem Railway Companies."

PASSED June 12, 1875.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. When the time for holding the annual election for the directors of any railroad company is now fixed by any law, charter or by-law for a time, within three months before the thirtieth day of September in any year, the directors of such company may by resolution, to be published at least thirty days before the time now established for such election, postpone such election to a time not more than two months after the thirtieth day of September then next ensuing, and thereafter the annual election of such company shall be held in each year on the day so designated, and the term of office of the directors of such company, in office when such change is made, shall

be extended to the day thus fixed for the next election of directors, and the election of their successors.

§ 2. Any railroad company organized under the laws of this State may purchase, hold and convey lands, or any interests in lands, in any other State through which any part of its railroad is operated, or may purchase, hold and transfer stock in any company organized in another State, owning lands as aforesaid, for the purpose of securing for such railroad in this State, a permanent supply of fuel for its use.

§ 3. Sections three and four of chapter two hundred and seventy-eight of the Laws of eighteen hundred and sixty-eight, entitled "An act in relation to the Erie, New York Central, Hudson River and Harlem Railway Companies," passed April twenty-first, eighteen hundred and sixty-eight, are hereby repealed.

§ 4. This act shall take effect immediately.

Chap. 598.

AN ACT in relation to railroad corporations.

PASSED June 18, 1875.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Any existing railroad company heretofore organized or incorporated under the laws of this State, except such as may have been organized for the purpose of constructing or operating a railroad in the city of New York, which may have been unable from any cause to construct its railroad within the time specified by its charter or articles of association, shall hereby have the time for the completion of the railroad it was authorized to construct extended for a further term of two years beyond the time heretofore limited, and failure to construct its railroad heretofore, shall not cause a forfeiture of its corporate powers; but nothing herein contained shall have the effect to revive any corporation whose corporate power has been forfeited from any cause.

Chap. 606.

AN ACT further to provide for the construction and operation of a steam railway or railways in counties of the State.

PASSED June 18, 1875; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Whenever it shall appear, by the application of fifty reputable householders and tax-payers of any county in this State, verified upon oath before a justice of the Supreme Court, that there is need in such county of a steam railway or railways for the transportation of passengers, mails or freight, the board of supervisors of said county may, within thirty days after presentation to them of such application, duly verified as aforesaid, appoint five commissioners who shall be residents of the said county, and who shall have full power and authority to do and provide all that they are hereinafter directed to do and provide, and a certificate of whose appointment, signed by the chairman and clerk of such board, shall be filed in the office of the secretary of State, and a duplicate thereof in the office of the clerk of such county. But whenever any such proposed railway shall be wholly within the limits of any city in the State, then such application shall be made only to the mayor of said city, and such mayor shall appoint such commissioners as aforesaid.

§ 2. Within ten days after their appointment, each of said commissioners shall take and subscribe an oath, faithfully to perform the duties of his office, the said oath to be filed in the office of the secretary of State, and a duplicate thereof in the office of the clerk of such county, and shall give a bond to the people of the State of New York, in the penal sum of twenty-five thousand dollars, conditioned for the faithful performance of the duties required by this act, which bond shall have two or more sureties, to be approved by a justice of the department of the supreme court including such county, and shall be filed in said clerk's office, before said commissioner shall assume or perform any of the duties of his office.

§ 3. Within fifteen days after their appointment, the said commissioners shall meet at some convenient place in such county, and organize themselves as a board with appropriate officers.

§ 4. Said commissioners shall, within thirty days after such organization, determine upon the necessity of such steam railway or railways, and if they find such railway or railways to be necessary in such

county, they shall, within sixty days after such organization, fix and determine the route or routes for such steam railway or railways, and the said commissioners shall have the exclusive power to locate the route or routes of such railway or railways, over, under, through or across the streets, avenues, places or lands in such county, "except Broadway and Fifth avenue, below Fifty-ninth street, and Fourth avenue, above Forty-second street, in the city of New York," and except such portions of streets and avenues as are legally designated for the main line of, or occupied by, an elevated or underground railway, in actual operation, and except such as are contained in public parks, or occupied by buildings belonging to such county, or to this State, or to the United States, and except that portion of the city of Buffalo lying between Michigan and Main streets, and to provide for the connection or junction with any other railway or bridge, provided that the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having the control of that portion of a street or highway upon which it is proposed to construct or operate such railway or railways be first obtained, or in case the consent of such property owners cannot be obtained, that the determination of three commissioners, appointed by the general term of the supreme court in the district of the proposed construction, given after a due hearing of all parties interested and confirmed by the court, that such railway or railways ought to be constructed or operated, be taken in lieu of the consent of such property owners.

§ 5. The said commissioners having, by such public notice as they may deem most proper and effective, under such conditions and with such inducements as to them may seem most expedient, invited the submission of plans for the construction and operation of such railway or railways, the said commissioners shall meet at a place and upon a day, in such public notice named, not more than ninety days after their organization, and decide upon the plan or plans for the construction of such railway or railways with the necessary supports, turnouts, switches, sidings, connections, landing-places, stations, buildings, platforms, stairways, elevators, telegraph and signal devices, or other requisite appliances upon the route or routes, and in the locations determined by them.

§ 6. The said commissioners shall, within the like period of ninety days after their organization, fix and determine the time within which such railway or railways, or portions of the same, shall be constructed and ready for operation, together with the maximum rates to be paid

for transportation and conveyance over such railway or railways, and the hours during which special cars or trains shall be run at reduced rates of fares. The said commissioners shall also, within the like period of ninety days after their organization, fix and determine the amount of the capital stock of the company to be formed for the purpose of constructing, maintaining and operating such railway or railways, for public use in the conveyance of persons and property, the number of shares into which such capital stock shall be divided, and the per centage thereof to be paid in cash on subscribing for such shares.

§ 7. The said commissioners shall prepare appropriate articles of association for the company, in the last section mentioned, in which said articles of association shall be set forth and embodied as component parts thereof, the several conditions, requirements and particulars by said commissioners determined pursuant to sections four, five and six of this act, and which further shall provide for the release and forfeiture, to the supervisors of the county, of all rights and franchises acquired by such corporation in case such railway or railways shall not be completed within the time and upon the conditions therein provided; and the said commissioners shall, thereupon, and within one hundred and twenty days after their organization as aforesaid, cause a suitable book of subscription to the capital stock of such company to be opened, pursuant to due public notice, at a banking office in such county.

§ 8. Whenever the whole capital stock of such company, or an amount of such capital stock proportioned to the part of such railway or railways directed by said commissioners to be first constructed, shall have been subscribed by not less than twenty-five persons, and the fixed per centage of such subscriptions shall have been paid in cash, the said commissioners shall, by written or printed notice of ten days, served personally, or by mail, call a meeting of such subscribers for organization. At such meeting, or at any subsequent one to which the same may be adjourned, a majority in number and amount of said subscribers may elect persons, of a number to be theretofore determined by said commissioners, who shall be directors for one year of the corporation formed for the purpose of constructing and operating said railway or railways.

§ 9. Within ten days after the election of said directors, said commissioners shall deliver to said directors a certificate in duplicate, verified by the oath of three commissioners, before a justice of the supreme court, setting forth the said articles of association and the

organization of the company for the purposes in this act mentioned and provided for; and within five days after the reception by them of such certificate, three of the directors so elected shall make affidavit, in duplicate, that the full amount of stock has been subscribed in good faith, and the prescribed per centage paid in cash thereon, and that it is intended, in good faith, to construct, maintain and operate the railway or railways in such articles of association mentioned, and the said directors shall file said certificates and articles in the office of the secretary of State, and a duplicate of the same in the office of the clerk of the county wherein such railway or railways shall be located, and thereupon the persons who have so subscribed such articles of association, and all persons who shall become stockholders in such company, shall be a corporation by the name specified in such articles of association, and shall possess the powers and privileges granted to corporations, and be subject to the duties and restrictions of corporations. A copy of such certificate and affidavit, certified to be a copy by the secretary of this State, or his deputy, shall be presumptive evidence of the incorporation of such company and of the facts therein stated.

§ 10. Said directors shall be chosen annually, by a majority of the votes of the stockholders voting at such election, in such manner as may be prescribed in the by-laws of the corporation, and they may and shall continue to be directors until others are elected in their places. In the election of directors, each stockholder shall be entitled to one vote for each share of stock held by him. Vacancies in the board of directors shall be filled in such manner as shall be prescribed by the by-laws of the corporation. Every corporation formed under this act shall be subject to the regulations concerning the election of directors of moneyed corporations, contained in article second of the second title of the eighteenth chapter of the first part of the Revised Statutes. The inspectors of the first election of directors shall be appointed by the commissioners. No person shall be a director unless he shall be a stockholder owning stock absolutely in his own right, and qualified to vote for directors at the election at which he shall be chosen. At every election of directors the books and papers of such company shall be exhibited to the meeting, provided a majority of the stockholders present shall require it. The directors shall appoint one of their number president; they may also appoint a treasurer and secretary, and such other officers and agents as shall be prescribed by the by-laws.

§ 11. The directors may require the subscribers to the capital stock of the company to pay the amount by them respectively subscribed,

in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution of the board of directors, the said board shall be authorized to declare his stock, and all previous payments thereon, forfeited for the use of the company; but they shall not declare it so forfeited until they shall have caused a notice in writing to be served on him personally, or by depositing the same in the post-office, postage prepaid, properly directed to him at the post-office nearest his usual place of residence, stating that he is required to make such payment at the time and place specified in said notice; and that if he fails to make the same, his stock, and all previous payments thereon, will be forfeited for the use of the company; which notice shall be served as aforesaid, at least sixty days previous to the day on which such payment is required to be made.

§ 12. Each stockholder of any company formed under this act shall be individually liable to the creditors of such company, to an amount equal to the amount unpaid on the stock held by him, for all the debts and liabilities of such company, until the whole amount of the capital stock so held by him shall have been paid to the company, and all the stockholders of any such company shall be jointly and severally liable for the debts due or owing to any of its laborers and servants, other than contractors, for personal services for thirty days' service performed for such company, but shall not be liable to an action therefor before an execution shall be returned unsatisfied in whole or in part against the corporation, and the amount due on such executions shall be the amount recoverable, with costs against such stockholders; before such laborer or servant shall charge such stockholder for such thirty days' service, he shall give him notice in writing within twenty days after the performance of such service, that he intends so to hold him liable, and shall commence such action therefor within thirty days after the return of such execution unsatisfied, as above mentioned; and every such stockholder against whom any such recovery by such laborer or servant shall have been had, shall have a right to recover the same of the other stockholders in said corporation, in ratable proportion to the amount of the stock they shall respectively hold with himself.

§ 13. The stock of every company formed under this act shall be deemed personal estate, and shall be transferable in the manner prescribed by the by-laws of the company, but no share shall be transferable until all previous calls thereon shall have been fully paid in.

*So in the original.

§ 14. In case the capital stock of any company formed under this act is found to be insufficient for constructing and operating its road, such company may, with the concurrence of two-thirds in amount of all its stockholders, increase its capital stock from time to time to any amount required for the purposes aforesaid. Such increase must be sanctioned by a vote in person, or by proxy, of two-thirds in amount of all the stockholders of the company, at a meeting of such stockholders, called by the directors of the company for that purpose, by a notice in writing to each stockholder, to be served on him personally, or by depositing the same, properly folded and directed to him at the post-office nearest his usual place of residence, in the post-office, postage prepaid, at least twenty days prior to such meeting. Such notice must state the time and place of the meeting, and its object, and the amount to which it is proposed to increase the capital stock. The proceedings of such meeting must be entered on the minutes of the proceedings of the company, and thereupon the capital stock of the company may be increased to the amount sanctioned by a vote of two-thirds in amount of all the stockholders of the company as aforesaid.

§ 15. No person holding stock in any such company, as executor, administrator, guardian or trustee, and no person holding such stock as collateral security shall be personally subject to any liability as stockholder of such company; but the person pledging such stock shall be considered as holding the same, and shall be liable as a stockholder accordingly; and the estates and funds in the hands of such executor, administrator, guardian or trustee, shall be liable in like manner, and to the same extent, as the testator or intestate or the ward or person interested in such trust fund would have been if he had been living and competent to act, and held the same stock in his own name.

§ 16. As often as any contractor for the construction of any part of a railroad, which is in progress of construction, shall be indebted to any laborer for thirty or any less number of days' labor performed in constructing said road, such laborer may give notice of such indebtedness to said company in the manner herein provided; and said company shall thereupon become liable to pay such laborer the amount so due him for such labor, and an action may be maintained against said company therefor. Such notice shall be given by said laborer to said company within twenty days after the performance of the number of days' labor for which the claim is made. Such notice shall be in writing, and shall state the amount and number of days' labor, and

the time when the same was performed for which the claim is made, and the name of the contractor from whom due, and shall be signed by such laborer or his attorney; and shall be served on an engineer, agent or superintendent employed by such company having charge of the section of the road on which such labor was performed personally, or by leaving the same at the office or usual place of business of such engineer, agent or superintendent with some person of suitable age. But no action shall be maintained against any company under the provisions of this section, unless the same is commenced within thirty days after notice is given to the company by such laborer as above provided.

§ 17. Every such corporation shall have the right to acquire and hold such real estate, or interest therein, as may be necessary to enable them to construct, maintain and operate the said railway or railways, and such as may be necessary for stations, depots, engine-houses, car-houses and machine shops; and, in case any such corporation cannot agree with the owner or owners of any such real estate, or of any interest therein, it shall have the right to acquire title to the same in the manner and by the special proceedings prescribed in this act.

§ 18. For the purpose of acquiring such title, the said company may present a petition praying for the appointment of commissioners of appraisal to the supreme court, at any general or special term thereof, held in the judicial district in which the real estate described in the petition is situated. Such petition shall be signed and verified according to the rules and practice of such court. It must contain a description of the real estate which the company seeks to acquire; and it must, in effect, state that the company is duly incorporated, and that it is the intention of the company, in good faith, to construct and finish a railroad from and to the places named for that purpose in its articles of association; that the whole capital stock of the company has been in good faith subscribed as required by this act; that the land described in the petition is required for the purpose of constructing or operating the proposed road; and that the company has not been able to acquire title thereto, and the reason of such inability. The petition must also state the names and places of residence of the parties, so far as the same can, by reasonable diligence, be ascertained, who own or have, or claim to own or have, estates or interests in the said real estate; and, if any such persons are infants, their ages as near as may be, must be stated; and if any of such persons are idiots or persons of unsound mind, or are unknown, that fact must be stated, together with such other allegations and statements of liens or

incumbrances on said real estate as the company may see fit to make. A copy of such petition, with a notice of the time and place the same will be presented to the supreme court, must be served on all persons whose interests are to be affected by the proceedings, at least ten days prior to the presentation of the same to the said court.

§ 19. On presenting such petition to the supreme court as aforesaid, with proof of service of a copy thereof, and notice as aforesaid, all persons whose estates or interests are to be affected by the proceedings, may show cause against granting the prayer of the petition, and may disprove any of the facts alleged in it. The court shall hear the proofs and allegations of the parties, and if no sufficient cause is shown against granting the prayer of the petition, it shall make an order for the appointment of five disinterested and competent persons, who reside in the county where the premises to be appraised are situated, commissioners to ascertain and appraise the compensation to be made to the owners or persons interested in the real estate proposed to be taken in such county for the purposes of the company, and to fix the time and place for the first meeting of such commissioners.

§ 20. The commissioners shall take and subscribe the oath prescribed by the twelfth article of the Constitution. Any one of them may issue subpoenas, administer oaths to witnesses, and any three of them may adjourn the proceedings before them from time to time in their discretion. Whenever they meet, except by the appointment of the court, or pursuant to adjournment, they shall cause reasonable notice of such meetings to be given to the parties who are to be affected by their proceedings, or their attorney or agent. They shall view the premises described in the petition, and hear the proofs and allegations of the parties, and reduce the testimony, if any is taken by them, to writing; and after the testimony is closed in each case, and without any unnecessary delay, and before proceeding to the examination of any other claim, a majority of them, all being present and acting, shall ascertain and determine the compensation which ought justly to be made by the company to the party or parties owning or interested in the real estate appraised by them; and in determining the amount of such compensation, they shall not make an allowance or deduction on account of any real or supposed benefits which the party in interest may derive from the construction of the proposed railroad. They, or a majority of them, shall also determine and certify what sum ought to be paid to a general or special guardian or committee of an infant, idiot, or person of unsound mind, or to an attorney appointed by the court to attend to the interest of any unknown owner or party in

interest not personally served with notice of the proceedings, and who has not appeared, for costs, expenses and counsel fees. They shall make a report to the supreme court, signed by them or a majority of them, of the proceedings before them, with the minutes of the testimony taken by them, if any. Said commissioners shall be entitled to three dollars for their expenses and services for each day they are engaged in the performance of their duties, to be paid by the company.

§ 21. On such report being made by said commissioners, the company shall give notice to the parties, or their attorneys, to be affected by the proceedings, according to the rules and practice of said court, at a general or special term thereof, for the confirmation of such report; and the court shall thereupon confirm such report, and shall make an order containing a recital of the substance of the proceedings in the matter of the appraisal, and a description of the real estate appraised for which compensation is to be made; and shall also direct to whom the money is to be paid, or in what bank, and in what manner it shall be deposited by the company.

§ 22. A certified copy of the order so to be made, as aforesaid, shall be recorded at full length in the clerk's office of the county in which the land described in it is situated; and thereupon, and on the payment or deposit by the company of the sums to be paid as compensation for the land, and for costs, expenses, and counsel fees as aforesaid, and as directed by said order, with interest from the date thereof, the company shall be entitled to enter upon, take possession of and use the said land for the purpose of its incorporation, during the continuance of its corporate existence, by virtue of this or any other act; and all persons who have been made parties to the proceedings shall be divested and barred of all right, estate, and interest in such real estate, during the corporate existence of the company as aforesaid. If the company shall neglect to have such order recorded, and to make the payment or deposit as herein provided, for the period of ten days after the date of such order, any party to such proceedings and interested therein may, at his election, cause a certified copy of the said order to be recorded as aforesaid, and thereupon the moneys therein directed to be paid with interest thereon, from the date of said order, shall be a debt against the company, and the same shall be a lien on such real estate, and may be enforced and collected by action at law or in equity in the supreme court, with costs. All real estate acquired by any company under and pursuant to the provisions of this act, for the purposes of its incorporation, shall be deemed to be acquired for public use. Within twenty days after the confirmation

of the report of the commissioners, as provided for in the twenty-first section of this act, either party may appeal, by notice in writing to the other, to the supreme court, from the appraisal and report of the commissioners. Such appeal shall be heard by the supreme court at any general or special term thereof, on such notice thereof being given according to the rules and practice of said court. On the hearing of such appeal, the court may direct a new appraisal, before the same or new commissioners, in its discretion; the second report shall be final and conclusive on all the parties interested. If the amount of the compensation to be made by the company is increased by the second report, the difference shall be a lien on the land appraised, and shall be paid by the company to the parties entitled to the same, or shall be deposited in the bank, as the court shall direct; and if the amount is diminished, the difference shall be refunded to the company by the party to whom the same may have been paid; and judgment therefor may be rendered by the court, on the filing of the second report, against the party liable to pay the same. Such appeal shall not affect the possession by such company of the land appraised; and when the same is made by others than the company it shall not be heard, except on a stipulation of the party appealing not to disturb such possession.

§ 23. If there are adverse and conflicting claimants to the money, or any part of it, to be paid as compensation for the real estate taken, the court may direct the money to be paid into said court by the company, and may determine who is entitled to the same, and direct to whom the same shall be paid; and may, in its discretion, order a reference to ascertain the facts on which such determination and order are to be made. The court shall appoint some competent attorney to appear for, and protect the rights of any party in interest who is unknown, or whose residence is unknown, and who has not appeared in the proceedings by an attorney or agent. The court shall also have power at any time to amend any defect or informality in any of the special proceedings authorized by this act, as may be necessary; or to cause new parties to be added, and to direct such further notices to be given to any party in interest, as it deems proper; and also to appoint others commissioners in place of any who shall die, or refuse, or neglect to serve, or be incapable of serving.

§ 24. If, at any time after an attempt to acquire title by appraisal of damages or otherwise, it shall be found that the title thereby attempted to be acquired is defective, the company may proceed anew to acquire or perfect such title, in the same manner as if no appraisal

had been made; and at any stage of such new proceedings, the court may authorize the corporation, if in possession, to continue in possession, and if not in possession, to take possession, and use such real estate during the pendency and until the final conclusion of such new proceedings; and may stay all actions or proceedings against the company on account thereof, on such company paying into court a sufficient sum, or giving security, as the court may direct, to pay the compensation therefor when finally ascertained; and in every such case the party interested in such real estate may conduct the proceedings to a conclusion, if the company delays or omits to prosecute the same.

§ 25. In case any title or interest in real estate required by any company formed under this act, for the purpose of its incorporation, shall be vested in any trustee not authorized to sell, release and convey the same, or in any infant, idiot, or person of unsound mind, the supreme court shall have power, by a summary proceeding on petition, to authorize and empower such trustee, or the general guardian or committee of such infant, idiot, or person of unsound mind, to sell and convey the same to such company, for the purposes of its incorporation, on such terms as may be just; and in case any such infant, idiot, or person of unsound mind, has no general guardian or committee, the said court may appoint a special guardian or committee for the purpose of making such sale, release or conveyance, and may require such security from such general or special guardian or committee as said court may deem proper. But before any conveyance or release authorized by this section shall be executed, the terms on which the same is to be executed, shall be reported to the court, on oath; and if the court is satisfied that such terms are just to the party interested in such real estate, the court shall confirm the report, and direct the proper conveyance or release to be executed, which shall have the same effect as if executed by an owner of said land having legal power to sell and convey the same.

§ 26. Every corporation formed under this act shall have power:

1. To take and hold such voluntary grants of real estate and other property as shall be made to it, to aid in the construction, maintenance and accommodation of its railroad; but the real estate received by voluntary grant shall be held and used for the purposes of such grant only.

2. To purchase, hold and use all such real estate and other property as may be necessary for the construction and maintenance of its railroad, and the stations and other accommodations necessary to

accomplish the objects of its incorporation ; but nothing herein contained shall be held as repealing, or in any way affecting the act entitled "An act authorizing the construction of railroads upon Indian lands," passed May twelve, eighteen hundred and thirty-six.

3. To cross, intersect, join and unite its railroad with any other railroad before constructed at any point on its route, and upon the grounds of such other railroad company, with the necessary turnouts, sidings and switches, and other conveniences in furtherance of the objects of its connections. And every company whose railroad is or shall be hereafter intersected by any new railroad, shall unite with the owners of such new railroad in forming such intersections and connections, and grant the facilities aforesaid ; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined by commissioners to be appointed by the court, as is provided in this act in respect to acquiring title to real estate.

4. To take and convey persons and property on their railroad by the power or force of steam, or by any motor other than animal power, and to receive compensation therefor.

5. To enter upon and underneath the several streets, avenues, public places and lands designated by the said commissioners, and enter into and upon the soil of the same ; to construct, maintain, operate and use in accordance with the plan adopted by said commissioners, a railway or railways upon the route or routes and to the points decided upon, and to secure the necessary foundations and erect the columns, piers and other structures which may be required to secure safety and stability in the construction and maintenance of the railways constructed upon the plan adopted by the said commissioners and for operating the same ; excepting that nothing in this act shall authorize the construction of a railway crossing the track of any steam railway now in actual operation at the grade thereof, or the erection of piers or supports for any elevated railway upon a railway track now actually in use in any street or avenue ; and it shall be lawful to make such excavations and openings along the route through which such railway or railways shall be constructed as shall be necessary from time to time ; in all cases the surface of said streets around such foundations, piers and columns shall be restored to the condition in which they were before such excavations were made, as near as may be, and shall avoid any interference with or change in the water-mains, or in the sewers or lamp-posts, except such changes as may be made with

the concurrence of the proper department or authority; and in all cases the use of the streets, avenues, places and lands designated by the said commissioner, and the right of way through the same, for the purpose of a railway or railways, as herein authorized and provided, shall be considered, and is hereby declared, to be a public use, consistent with the uses for which the roads, streets, avenues and public places are publicly held; but no such corporation shall have the right to acquire the use or occupancy of public parks or squares in such county, or the use or occupancy of any of the streets or avenues, except such as may have been designated for the route or routes of such railway, and except such temporary privileges as the proper authorities may grant to such corporations to facilitate such construction.

6. From time to time to borrow such sums of money as may be necessary for completing and finishing or operating their railroad, and to issue and dispose of their bonds for any amount so borrowed, and to mortgage their corporate property and franchises to secure the payment of any debt contracted by the company for the purposes aforesaid; and the directors of the company may confer on any holder of any bond issued for money borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of said company, at any time not exceeding ten years from the date of the bond, under such regulations as the directors may see fit to adopt.

§ 27. Every conductor, baggage-master, engineer, brakeman or other servant of any railroad corporation employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed. No conductor or collector, without such badge, shall be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office; and no officer or servant without such badge, shall have authority to meddle or interfere with any passenger, his baggage or property.

§ 28. Any such corporation shall, when applied to by the postmaster-general, convey the mails of the United States on their road or roads respectively; and in case such corporations shall not agree as to the rate of transportation therefor, and as to the time, rate of speed, manner and condition of carrying the same, it shall be lawful for the governor of this State to appoint three commissioners, who, or a majority of them, after fifteen days' notice in writing of the time and place of meeting to the corporation, shall determine and fix the prices, terms

and conditions aforesaid; but such price shall not be less for carrying said mails in the regular passenger trains, than the amount which such corporation would receive as freight on a like weight of merchandise transported in their merchandise trains, and a fair compensation for the post-office car. And in case the postmaster-general shall require the mail to be carried at other hours, or at a higher speed than the passenger trains are run, the corporation shall furnish an extra train for the mail, and be allowed an extra compensation for the expenses and wear and tear thereof, and for the service, to be fixed as aforesaid.

§ 29. If any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling-house, as the conductor shall elect, on stopping the train.

§ 30. Every such corporation shall start and run their cars for the transportation of passengers and property, at regular times, to be fixed by public notice; and shall furnish sufficient accommodations for the transportation of all such passengers and property, as shall, within a reasonable time previous thereto, be offered for transportation at the place of starting and the junctions of other railroads, and at usual stopping places established for receiving and discharging way passengers and freight for that train; and shall take, transport and discharge such passengers and property at, from and to such places, on the due payment of the freight or fare legally authorized therefor; and shall be liable to the party aggrieved, in an action for damages, for any neglect or refusal in the premises.

§ 31. If any person shall, while in charge of a locomotive engine running upon the railroad of any such corporation, or while acting as the conductor of a car or train of cars on any such railroad, be intoxicated, he shall be deemed guilty of a misdemeanor.

§ 32. If any person or persons shall willfully do, or cause to be done, any acts or act whatever, whereby any building, construction or work of any railroad corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending shall be guilty of a misdemeanor, and shall forfeit and pay to the said corporation treble the amount of damages sustained by means of such offense.

§ 33. All penalties imposed by this act may be sued for in the name of the people of the State of New York; and if such penalty be for a sum not exceeding one hundred dollars, then such suit may be brought

before a justice of the peace, and may be commenced by serving a summons on any director of such company.

§ 34. The Legislature may, at any time, annul or dissolve any incorporation formed under this act; but such dissolution shall not take away or impair any remedy given against any such corporation, its stockholders or officers for any liability which shall have been previously incurred.

§ 35. Whenever the route selected by the said commissioners for the construction of said railway shall intersect, cross or coincide with any horse railway track occupying the surface of said streets or avenues, the said railway corporation is hereby authorized to remove, for the purpose of constructing the said work, the tracks of said horse railways; but the same shall be done in such manner as to interfere as little as possible with their practical operation or working, and upon the construction of said railway, where such removals or changes have been made, the same shall be restored, as near as may be, to the condition in which they were previous to the construction of said railroad. All such removals and restorations shall be made at the proper cost and charges of the said corporation. Nothing contained in this act shall authorize any corporation formed thereunder to use the tracks of any horse railway.

§ 36. Whenever the route or routes determined upon by said commissioners coincide with the route or routes covered by the charter of an existing corporation formed for the purpose provided for by this act, provided that said corporation has not forfeited its charter or failed to comply with the provisions thereof, requiring the construction of a road or roads within the time prescribed by its charter, such corporation shall have the like power to construct and operate such railway or railways, upon fulfillment of the requirements and conditions imposed by said commissioners as a corporation specially formed under this act; and the said commissioners may fix and determine the route or routes by which any elevated steam railway or railways now in actual operation may connect with other steam railways or the depots thereof, or with steam ferries; upon fulfillment by such elevated steam railway company, so far as it relates to such connection, of such of the requirements and conditions imposed by said commissioners under section four of this act, as are necessary to be fulfilled in such cases, under section eighteen of article three of the Constitution of this State, and such connecting elevated railway shall in such case possess all the powers conferred by section twenty-six of this act; and when any connecting route or routes shall be so designated,

such elevated railway company may construct such connection, with all the rights, and with like effect as though the same had been a part of the original route of such railway.

§ 37. Within one month after such corporation shall have been formed and organized in the manner hereinbefore provided, the said commissioners shall transfer and deliver to the said corporation all plans, specifications, drawings, maps, books and papers in their possession. And the said commissioners shall, within the like period of one month after the organization of such corporation, cause to be paid to the treasurer thereof all money collected under the provisions of this act, after deducting therefrom the necessary expenses incurred by said commissioners and the amounts due or to accrue to them for their salaries.

§ 38. Each of said commissioners shall be paid for his services at the rate of ten dollars per day for each day of actual service as such commissioner, to be paid by such corporation; but if a sufficient amount of capital stock shall not be subscribed within one year after the appointment of such commissioners to authorize the formation of such corporation, the said commissioners shall receive no salary, and shall cause to be returned to the subscribers for said stock the amounts paid in by them, after deducting therefrom the necessary expenses incurred by said commissioners; provided, however, that the time, if any, unavoidably consumed by the pendency of legal proceedings shall not be deemed a part of any period or time limited in this act.

§ 39. A majority of the said commissioners shall be deemed and considered sufficient for the transaction of any business, or for the exercise of any of the duties, powers or functions hereby conferred or enjoined upon them. Any of said commissioners may be removed for cause at any time by the power appointing him, but no commissioner shall be removed without due notice and an opportunity of being heard in defense; and no commissioner thus removed shall be again appointed to the office of commissioner. In case of the death, resignation or removal from office of any of the said commissioners, the vacancy shall be filled, within thirty days from such death, resignation or removal, by the power appointing him, and a certificate of such appointment shall be filed as aforesaid. And the terms of office of the said commissioners shall determine and expire with the performance of their functions as herein prescribed.

§ 40. This act shall not be construed to repeal or in any manner to affect chapter one hundred and forty of the Laws of eighteen hundred and fifty, entitled "An act to authorize the formation of railroad cor-

porations, and to regulate the same," or the several acts amendatory thereof or supplementary thereto. None of the provisions of this act shall apply to any railroad company organized under any general or special law of this State, for the purpose of constructing or operating a steam railroad upon the surface of the ground, nor to the operation or management of any such railroad heretofore constructed.

§ 41. It shall not be lawful for any company organized under the provisions of this act, or under any other act heretofore passed, to construct a steam railway upon St. Nicholas avenue, in the city of New York, or those streets or avenues in said city commonly known as boulevards, except to cross the same, under such regulations as shall be imposed by the commissioners provided for by this act, and every such company shall be bound by the restrictions and limitations, as to its route and as to its mode of construction, which shall be established by the commissioners appointed under the acts from which its powers were derived, as far as such restrictions and limitations are consistent with the provisions of this act. The provisions of this section shall not be deemed to apply to any existing horse street railway heretofore authorized to be constructed.

§ 42. This act shall take effect immediately.

Chap. 77.

AN ACT to amend chapter one hundred and forty of the Laws of eighteen hundred and fifty, entitled "An act to authorize the formation of railroad corporations and to regulate the same."

PASSED March 29, 1876.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section twenty-third of the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 23. The directors of every company formed under this act may, by a vote of two-thirds of their whole number, at any time alter or change the route or any part of the route of their road, or its termini, or locate the said route or any part thereof or its termini in a county adjoining any county named in the articles of association, if it shall appear to them that the line can be improved thereby; and they shall

make and file in the clerk's office of the proper county a survey, map and certificate of such alteration or change, and shall have the same right and power to acquire title to any lands required for the purposes of the company in such altered or changed route as if the road had been located there in the first instance; and no such alteration shall be made in any city or village after the road shall have been constructed, unless the same is sanctioned by a vote of two-thirds of the common council of said city, or trustees of said village; and in case of any alteration made in the route of any railroad after the company has commenced grading, compensation shall be made to all persons for injury so done to any lands that may have been donated to the company. Nothing herein shall be construed to authorize the change of either terminus to any other county than one adjoining that in which it was previously located, nor the reduction of the amount of capital stock per mile below that now required by law. All the provisions of this act relating to the first location, and to acquire title to land, shall apply to every such new or altered portion of the route. Nor shall the provision of this section authorize the alteration of the route or terminus of any railroad in any town, county or municipal corporation which has issued bonds, or any town which may be bonded, but whose bonds have not yet been issued or subscribed for, and taken any stock or bonds in aid of the construction of such railroad without the consent in writing of, and subscribed by a majority of the taxpayers appearing upon the last assessment roll of said town, county or municipal corporation.

Chap. 198.

AN ACT to amend chapter one hundred and forty of the Laws of eighteen hundred and fifty, entitled "An act to authorize the formation of railroad corporations and to regulate the same.

PASSED May 3, 1876; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section eighteen of an act to amend an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows

§ 18. A certified copy of the order so to be made as aforesaid shall be recorded at full length in the clerk's office of the county in which the land described in it is situated, and thereupon and on the payment or deposit by the company, of the sums to be paid as compensation for the land, and for costs, expenses and counsel fees as aforesaid, and as directed by said order, with interest from the date thereof, the company shall be entitled to enter upon, take possession of and use the said land for the purposes of its corporation, during the continuance of its corporate existence, by virtue of this or any other act; and all persons who have been made parties to the proceedings shall be divested and barred of all right, estate and interest in such real estate during the corporate existence of the company as aforesaid. If the company shall neglect to have such order recorded and to make the payment or deposit as herein provided, for the period of ten days after the date of such order, any party to such proceedings and interested therein may, at his election, cause a certified copy of the said order to be recorded as aforesaid, and thereupon the moneys therein directed to be paid with interest thereon from the date of said order, shall be a debt against the company, and the same shall be a lien on such real estate and may be enforced and collected by action at law or in equity in the Supreme Court with costs, except nevertheless, the company may abandon such proceedings by filing within thirty days, after notice in writing, of such recorded order, in the office of such clerk, a notice of its determination to do so, and paying the reasonable costs and expenses of such party to be ascertained and adjusted, on motion by the court making such order. But, in case of such abandonment, the company shall not renew proceedings to acquire title to such lands without a tender or deposit in court of the amount of said award and the interest thereon. All real estate acquired by any company under and pursuant to the provisions of this act, for the purposes of its incorporation, shall be deemed to be acquired for public use. Within twenty days after the confirmation of the report of the commissioners, as provided for in the seventeenth section of this act, either party may appeal, by notice in writing to the other, to the Supreme Court, from the appraisal and report of the commissioners. Such appeal shall be heard by the Supreme Court at any general or special term thereof, on such notice thereof being given according to the rules and practice of said court. On the hearing of such appeal the court may direct a new appraisal, before the same or new commissioners in its discretion; the second report shall be final and conclusive on all the parties interested. If the amount of the compensation to be paid by the com-

pany is increased by the second report the difference shall be a lien on the land appraised, and shall be paid by the company to the parties entitled to the same, or shall be deposited in the bank, as the court shall direct; and if the amount is diminished the difference shall be refunded to the company by the party to whom the same may have been paid, and judgment therefor may be rendered by the court on the filing of the second report, against the party liable to pay the same. Such appeal shall not affect the possession by such company of the land appraised, and when the same is made by others than the company, it shall not be heard, except on a stipulation of the party appealing not to disturb such possession.

§ 2. Whenever any land required by a railroad company for the purposes of its road, is contained in, or form a part of any street or avenue in any city or village in which the owners of adjoining lands on the line of such street or avenue claims a right of property or the fee thereof, in such case the notice to be given of the application for the appointment of commissioners under the special proceedings under the act to acquire title to such land, as well as the notice of hearing before such commissioners, shall be served by the publication of the said notice twice each week, for three weeks, in at least two newspapers published in the county in which such city or village is located, to be designated by the court to which the said application is to be made.

§ 3. This act shall take effect immediately.

Chap. 446.

AN ACT to amend chapter four hundred and thirty of the laws of eighteen hundred and seventy-four, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases."

PASSED June 2, 1876.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The first section of chapter four hundred and thirty of laws of eighteen hundred and seventy-four, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," is hereby amended so as to read as follows:

§ 1. In case the railroad and property connected therewith, and the rights, privileges and franchises of any corporation, except a street railroad company, created under the general railroad law of this State, or existing under any special or general act of the Legislature thereof, shall be sold under or pursuant to the judgment or decree of any court of competent jurisdiction made or given to execute the provisions or enforce the lien of any deed or deeds of trust, or mortgage theretofore executed by any such company, the purchasers of such railroad property and franchises, and such persons as they may associate with themselves, their grantees or assigns or a majority of them, may become a body politic and corporate, and as such may take, hold and possess the title and property included in said sale, and shall have all the franchises, rights, powers, privileges and immunities which were possessed before such sale by the corporation whose property shall have been sold as aforesaid, by and upon filing in the office of the Secretary of State, a certificate, duly executed under their hands and seals and acknowledged before an officer authorized to take the acknowledgment of deeds, in which certificate the said persons shall describe by name and reference to the act or acts of the Legislature of this State under which it was organized, the corporation whose property and franchises they shall have acquired as aforesaid, and also the court by authority of which such sale shall have been made, giving the date of the judgment or decree thereof, authorizing or directing the same, together with a brief description of the property sold, and shall also set forth the following particulars:

1. The name of the new corporation intended to be formed by the filing of such certificate.

2. The maximum amount of its capital stock and the number of shares into which the same is to be divided, specifying how much of the same shall be common, and how much preferred stock, and the classes thereof, and the rights pertaining to each class.

3. The number of directors by whom the affairs of the said new corporation are to be managed, and the names and residences of the persons selected to act as directors for the first year after its organization.

4. Any plan or agreement which may have been entered into pursuant to the second section hereof.

And upon the due execution of such certificate, and the filing of the same in the office of the Secretary of State, the persons executing such certificate, and who shall have acquired the title to the property and franchises sold as aforesaid, their associates, successors and

assigns, shall become and be a body politic and corporate, by the name specified in such certificate, and shall become and be vested with, and entitled to exercise and enjoy all the rights, privileges and franchises, which at the time of such sale belonged to or were vested in the corporation, which last owned the property so sold, or its receiver, and shall be subject to all the provisions, duties and liabilities imposed by the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, and of the acts amendatory thereof, except so far as said provisions, duties and liabilities may be inconsistent herewith, and with the last named rights, privileges or franchises; and a copy of the said certificate, certified by the Secretary of State or his deputy, shall be presumptive evidence of the due formation of the new corporation therein mentioned, provided always that a majority of said persons shall be citizens and residents of this State. In the certificate so to be filed shall be inserted the whole of the plan or agreement in the next section referred to. And such plan, agreement and articles may regulate voting by and on the part of the holders of the preferred and common stock of said company, and may also allow, provide for and regulate voting at and in said meetings, and also for directors, by and on the part of the holders and owners of any or all of the bonds of the company foreclosed, or of the bonds issued or to be issued and payable by the new company, pursuant to any such plan, agreement or articles; such right of voting by bondholders to be in such manner, for such period or periods, and upon such conditions as said articles may authorize and declare; but such articles shall contain suitable provisions for such bondholders voting by proxy. Said articles shall not be inconsistent with the Constitution or laws of this State, and shall be binding upon the company until changed as therein provided for, or until otherwise provided by law.

§ 2. The second section of the said act is hereby amended so as to read as follows:

§ 2. In case the persons organizing or whose duty it may be to organize the new corporation to be formed as provided in the first section of this act, shall have acquired title to the railroad property and franchises which may have been sold as in said section mentioned, pursuant to any plan or agreement for or in anticipation of the readjustment of the respective interests therein of the mortgage creditors and stockholders of the company owning, or which last owned, such property and franchises at the time of any such sale, and for the

representation of such interests of creditors and stockholders in the bonds or stock of the new corporation to be formed, as provided for in said section, the said new corporation shall be authorized and shall have the power to issue its bonds and stock in conformity with the provisions of such plan or agreement; and the said new corporation may, at any time within six months after its organization, compromise, settle or assume the payment of any debt, claim or liability of the former company, upon such terms as may be lawfully approved by a majority of the agents or trustees intrusted with the carrying out of the plan or agreement of reorganization aforesaid; and for the purposes of such plans and of such settlements, the said new corporation may and shall be authorized to establish preferences in respect to the payment of dividends in favor of any portion of its said capital stock, and to divide its said stock into classes; provided, nevertheless, that nothing herein contained shall be held to authorize the issue of capital stock by the said new company to an aggregate amount exceeding the maximum amount of such stock mentioned in the certificate of incorporation.

1. And it shall be lawful for the Supreme Court to direct a sale of the whole of the property, rights and franchises covered by the mortgage or mortgages, or deeds of trust foreclosed at any one time and place to be named in the judgment or order, either in the case of the non-payment of interest only, or of both the principal and interest due and unpaid and secured by any mortgage or mortgages or deeds aforesaid.

2. Neither the said sale nor the formation of such corporation shall interfere with the authority or possession of any receiver of the property and franchises aforesaid, but he shall remain liable to be removed or discharged at such time as the court may deem proper.

3. No suit or proceeding shall be commenced against said receiver (unless founded on willful misconduct or fraud in his trust), except such as shall be commenced before the expiration of sixty days from the time of the discharge of such receiver; but it is further provided, that after the expiration of said sixty days, the corporation that shall own or operate said railroad, shall be liable in any action that may be commenced against such company, and founded on any act or omission of such receiver (for which he may not as aforesaid be sued), and to the same extent as said receiver, but for this act, would be or remain liable, or to the same extent that such corporation would be, had it done or omitted the acts complained of against such receiver.

§ 3. This act shall take effect immediately.

Chap. 103.

AN ACT to facilitate the construction of narrow gauge railroad, and to amend chapter five hundred and sixty of the laws of eighteen hundred and seventy-one, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty."

PASSED April 6, 1877.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Section five of chapter five hundred and sixty of the laws of eighteen hundred and seventy-one, entitled "An act to amend an act entitled, 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty," is hereby amended so as to read as follows :

§ 5. Corporations may be formed under the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, for the purpose of constructing and operating railroads for public use in transporting persons and property, of the gauge of three feet and six inches or less, but not less than thirty inches within the rails, whenever capital stock of said corporation to the amount of one thousand dollars for every mile of such railroad proposed to be constructed and operated has been in good faith subscribed; and whenever one thousand dollars or more for every mile of such railroad proposed to be constructed shall be in like manner subscribed, and ten per cent. thereon in good faith actually paid in cash to the directors named in the articles of association, and an affidavit made by at least three of said directors, and indorsed on or annexed to said articles, that the amount of stock hereby required has been so subscribed, as aforesaid, and ten per cent thereon paid, as aforesaid, and that it is intended in good faith to construct and operate such railroad, then said articles, with such affidavit, may be filed and recorded in the office of the secretary of state, provided said articles contain all the other facts required by law to be stated in articles of association made for organizing railroad corporations under said act, entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, except that the amount of the capital stock of the company, stated in said articles, shall be not less than four thousand dollars for every mile of

road constructed, or proposed to be constructed, and all of the provisions of said last-mentioned act shall apply to corporations formed for the construction and operating of railroads of the gauge hereinabove mentioned, except as herein provided or otherwise provided by law.

§ 2. Section sixth of said act is hereby amended so as to read as follows :

§ 6. Any railroad company duly organized according to law, when the gauge of its proposed railroad shall be three feet and six inches or less, but not less than thirty inches within the rails, may whenever two-thirds of the capital stock thereof has been in good faith subscribed and ten per cent thereon paid in good faith, in cash, apply to the supreme court, in the manner provided by law, for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title of lands necessary for the construction and maintenance and operating said railroad, to the same extent and in the same manner as if the whole amount of the capital stock specified in its articles of association was in like manner subscribed, and ten per cent thereof in like manner paid in cash, and may lay upon such road iron of a weight not less than forty pounds to the lineal yard. Such railroad company may charge and receive when its road is not more than twenty-five miles in length not exceeding five cents per mile ; when its road is more than twenty-five and not more than forty miles in length not exceeding four cents per mile, and when its road is more than forty miles in length not exceeding three cents per mile, for each passenger and his ordinary baggage transported on said road, provided that nothing relating to fares in this section shall apply to railroad companies now incorporated or to any railroad now in operation, or to any railroad or part thereof located or to be located in the county of Kings or within the limits of any incorporated city.

§ 3. This act shall take effect immediately.

Chap. 167.

AN ACT in relation to the indictment and punishment of criminal offenses committed on railroads within the state.

PASSED April 20, 1877 ; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. When any crime or offense shall have been committed within this state, on, in or on board of any railroad train or railroad

car making any passage or trip on or over any railroad in this state, or in respect to any portion of the lading or freight of any such railroad train or railroad car, an indictment for the same may be found in any county through which, or any part of which, such railroad train or railroad car shall pass, or shall have passed, in the course of the same passage or trip, or in any county where such passage or trip shall terminate, or would terminate if completed; and such indictment may be tried and a conviction thereon had, and all other proceedings to bring the offender to punishment may be had, in any such county, in the same manner and with the like effect as in the county where the offense or crime was committed.

§ 2. This act shall take effect immediately.

Chap. 224.

AN ACT to amend chapter two hundred and thirty-seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled an act to authorize the formation of railroad corporations, and to regulate the same, passed April second, eighteen hundred and fifty," passed April seventeenth, eighteen hundred and sixty-nine.

PASSED May 3, 1877; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Chapter two hundred and thirty-seven of the laws of eighteen hundred and sixty-nine, is hereby amended so as to read as follows:

§ 1. Section twenty-one of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended by adding thereto the following: "And if at any time after the construction of any railroad operated by steam by any company now existing, or that may hereafter be created, such company, or any company owning, operating or leasing such railroad, or any mortgagee or mortgagees in possession of such railroad, or person or persons appointed by any court of competent authority as receiver or receivers of any such railroad and in the possession of and operating the same, shall require, for the purposes of its incorporation, or for the purpose of running or operating any railroad so owned, leased

or possessed as aforesaid, any real estate in addition to what has been already acquired for the purposes of such railroad, or shall require any further right to lands, or the use of lands, for switches, turnouts or for the flow of water occasioned by railroad embankments or structures now in use, or hereafter rendered necessary, or for any other purpose necessary to the operation of such railroad; or any right to take and convey water from any spring, pond, creek or river to such railroad, for the uses and purposes thereof, together with the right to build or lay aqueducts, or pipes for the purpose of conveying such water, and to take up, relay and repair the same; or any right of way required for carrying away or diverting any waters, streams or floods from such railroad, for the purpose of protecting the same, or for the purpose of preventing any embankment, excavation or structure of such railroad from injuring or damaging the property of any person or parties who may be rendered liable to injury by reason of such embankment, excavation or structure, as the same may have been constructed previous to such time, or may then exist; such company, or mortgagee or mortgagees, person or persons in possession as aforesaid, may acquire such additional real estate, or any property or real estate which they now use or occupy, or right of way or other rights hereinbefore specified, by purchasing the same of the person or parties owning the same or interested therein, or to be affected thereby, and by paying to such parties such damages as they may sustain by reason thereof, if the amount of such compensation or damages can be agreed upon between such company, or mortgagee or mortgagees, person or persons in possession, and such owner or owners or parties interested in such additional real estate; and if such company, or mortgagee or mortgagees, person or persons in possession shall, for any cause, be unable to agree for the purchase of such real estate or right of way, or other rights, or shall be unable to agree upon the sum which shall be paid to such persons or parties in satisfaction of the damages they may sustain, or if the title to any such real estate or right of way, or other rights already acquired or attempted to be acquired, shall, for any cause, prove defective or imperfect, then, and in every such case, such company, or mortgagee or mortgagees, person or persons in possession of and operating as aforesaid any such railroad, may proceed to acquire or perfect title to such real estate or right of way, or other rights, and to ascertain and appraise such damages in the manner and by the proceedings hereinbefore in this act prescribed. Nothing in this act contained shall authorize the taking of any waters that shall at the time of such taking be commonly used for domestic, agricultural or manufacturing

purposes to such an extent as to injuriously interfere with such use in the future." Provided that the mortgagee or mortgagees, receiver or receivers, in possession of any railroad as aforesaid, before commencing proceedings to ascertain and appraise damages under the provisions of this act, shall present a petition to the court under whose authority they are acting, or to any court of competent authority, for permission to commence such proceedings, which petition shall set forth that such real estate, right of way, or other rights as aforesaid described in said petition, are necessary for the operation of said railroad, or for the protection of the property in their possession; and a copy of which petition, with a notice of the time and place the same will be presented to said court, must be served on all persons whose interests are to be affected by the proceedings at least ten days prior to the presentation of the same to said court, and no proceedings to ascertain and appraise damages as aforesaid shall be taken by said mortgagee or mortgagees, receiver or receivers as aforesaid unless they shall be duly authorized by order of said court.

§ 2. This act shall take effect immediately.

Chap. 261.

AN ACT to punish trespassing on railroads.

PASSED May 10, 1877.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Any person who shall willfully place any obstruction upon any railroad or loosen, tear up or remove any part of a railroad, or displace, tamper or in any way interfere with any switches, frogs, rail, track, or other part of any railroad so as to endanger the safety of any train, or who shall willfully throw any stone or other missile at any train on any railroad, shall, upon conviction thereof, be punished by imprisonment in a state prison not exceeding ten years, or by a fine not exceeding one thousand dollars, or by both such fine and imprisonment.

§ 2. This act shall take effect immediately.

Chap. 344.

AN ACT to authorize railroad corporations to pay commutation money for highway labor to the commissioners of highways of towns.

PASSED May 28, 1877; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Whenever any railroad corporation assessed in any town or road district for highway labor shall elect to commute therefor as provided by law, such corporation shall pay the commutation money to the commissioner or commissioners of highways of the town for the benefit of the road district or districts in such town in which the property of such corporation may be situated. And said commissioner or commissioners shall distribute said money to the overseers of highways of such road districts, to be applied and expended by such overseers in the improvement of the roads and bridges in their respective districts, as is now provided by law.

§ 2. This act shall not apply to incorporated villages which constitute a separate road district nor shall it have the effect to repeal or modify chapter sixty-six of the laws of eighteen hundred and seventy-two.

§ 3. This act shall take effect immediately.

Chap. 349.

AN ACT to provide for the payment of bonds issued by municipal corporations under the provisions of chapter nine hundred and seven, laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," and the acts amendatory thereof.

PASSED May 28, 1877; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. It shall be the duty of the commissioners appointed under the provisions of chapter nine hundred and seven, laws of

eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad companies, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," and the acts amendatory thereof, to report annually the total amount of bonds issued undersaid chapter nine hundred and seven, laws of eighteen hundred and sixty-nine, and the acts amendatory thereof, by the town, city or village represented by such commissioners; the date and time when the principal of said bonds will become due, the rate and times of payment of interest thereon, the amount of such principal or interest paid, the amount of said principal or interest due and unpaid and to become due before the annual tax levy and collection of tax for the year next succeeding, and the amount in their hands applicable to the payment of the principal of said bonds or the interest thereon.

§ 2. Such report shall be in writing, signed by the said commissioners, or a majority of them, and there shall be affixed to said report an affidavit of at least one of the commissioners that such report is in all respects true and correct. The commissioners shall deliver said report to the board of supervisors of the county within three days after the commencement of the annual meeting of said board of supervisors.

§ 3. It shall be the duty of the board of supervisors, at the annual meeting, when such report is received, to cause to be levied and raised by tax on the taxable property of said town, city or village, the amount necessary to pay the principal and interest due and to become due at any time prior to the annual tax levy and collection of tax for the year then next succeeding, as shown by said report, after deducting moneys on hand for the purpose. The amount so levied and raised by tax, when so collected, shall be paid over to the said commissioners, to be by them applied to the purpose for which it was so collected. And all money now in the hands of the supervisor of any town, or officer of any city or village, applicable to the payment of the principal of said bonds, or interest thereon, shall be, on demand, paid to such commissioners, and any money hereafter raised under the provisions of the act hereby amended, which by law is to be applied to the payment of said bonds, or interest thereon, shall, in like manner, be paid to said commissioners. But before any money shall be so paid to such commissioners, they shall severally execute to the town, city or village, and deliver to the town clerks of towns, or the clerk of cities or villages, a bond with two or more sureties in double the amount of the money to be so received by them,

as near as can be ascertained, conditioned for the proper and due disbursement of such money, and the proper accounting therefor, which bond shall be first approved by the supervisor, or the county judge, and by the mayor or president of cities or villages, and said bond shall be renewed annually.

§ 4. It shall be the duty of said commissioners to pay the principal and interest of said bonds at the maturity thereof, and on making such payments the bond or interest coupons paid shall be cancelled by said commissioners by cutting out a portion of said bonds or coupons; and a full record of all bonds and interest coupons paid and cancelled shall be kept by said commissioners, which record shall be at all times open to the inspection of the supervisor, members of the board of town auditors, and justices of the peace of towns, or the members of common councils or trustees of cities or villages; and said commissioners shall report in writing to the board of town auditors of towns, at their annual meeting, and to the common council or trustees of cities or villages, on the first day of April of each year, the date, number and amount of all bonds and interest coupons paid by them and cancelled during the past year, and since their last report, and shall, at the same time, produce and deliver to the said town auditors, common council or trustees, the bonds and interest coupons cancelled by them, taking a receipt therefor, which shall set forth the date, number and amount of each bond or coupon. Said commissioners, at the time of making such report, shall also file with the town clerk of towns, and clerk of cities and villages, a duplicate thereof. The said town auditors and the common council or trustees as the case may be, shall indorse upon the report so received from the commissioners, that the bonds and interest coupons mentioned therein, duly cancelled, were received by them from the commissioners, if such is the case, and if all or any of them are not so received, so state in the indorsement. They shall then deposit said cancelled bonds and coupons with said report, in the office of the clerk of the county for safe keeping. Nothing in this act contained shall in any manner apply to or affect the town of Orleans, in the county of Jefferson, or any officer thereof, or any money raised by tax on the property therein, or to any bonds except such as were given under the act mentioned in the foregoing title.

§ 5. The provisions of this act shall not apply to the counties of Oswego, Madison, Erie, Orleans, Niagara and Genesee.

§ 6. This act shall take effect immediately.

Chap. 44.

AN ACT to amend chapter three hundred and forty-four of the laws of eighteen hundred and seventy-seven, entitled "An act to authorize railroad corporations to pay commutation money for highway labor to the commissioners of highways of towns."

PASSED March 4, 1878 ; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Section one of chapter three hundred and forty-four of the laws of eighteen hundred and seventy-seven, entitled "An act to authorize railroad corporations to pay commutation money for highway labor to the commissioners of highways of towns," is hereby amended so as to read as follows :

§ 1. Whenever any railroad corporation assessed in any town or road district for highway labor shall elect to commute therefor, as provided by law, such corporation shall pay the commutation money to the commissioner or commissioners of highways of such town, and such moneys shall be applied and expended in the improvement of the roads and building and maintenance of bridges in such town.

§ 2. This act shall take effect immediately.

Chap. 261.

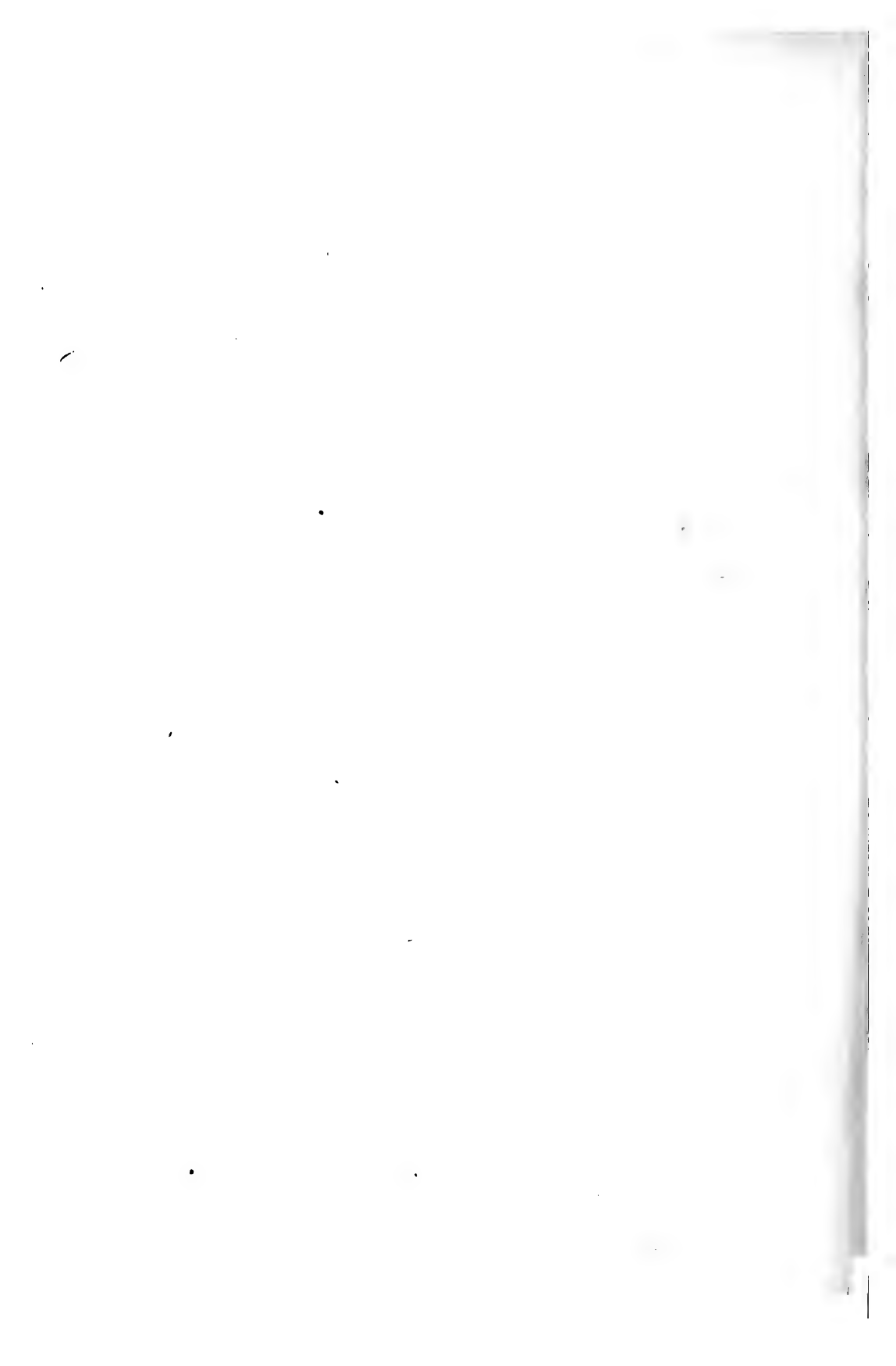
AN ACT to prevent accidents on railroads operated by steam power in the State of New York.

PASSED May 15, 1878 ; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Any person or persons who shall get on or off a freight car or engine while in motion, or who shall ride on any wood or freight car, unless employed by or with permission from the proper officers of such railroad, or the person in charge of such car or engine, shall be deemed guilty of a misdemeanor, and shall be liable to a fine of twenty-five dollars or three months' imprisonment, or both fine and imprisonment.

§ 2. This act shall take effect immediately.



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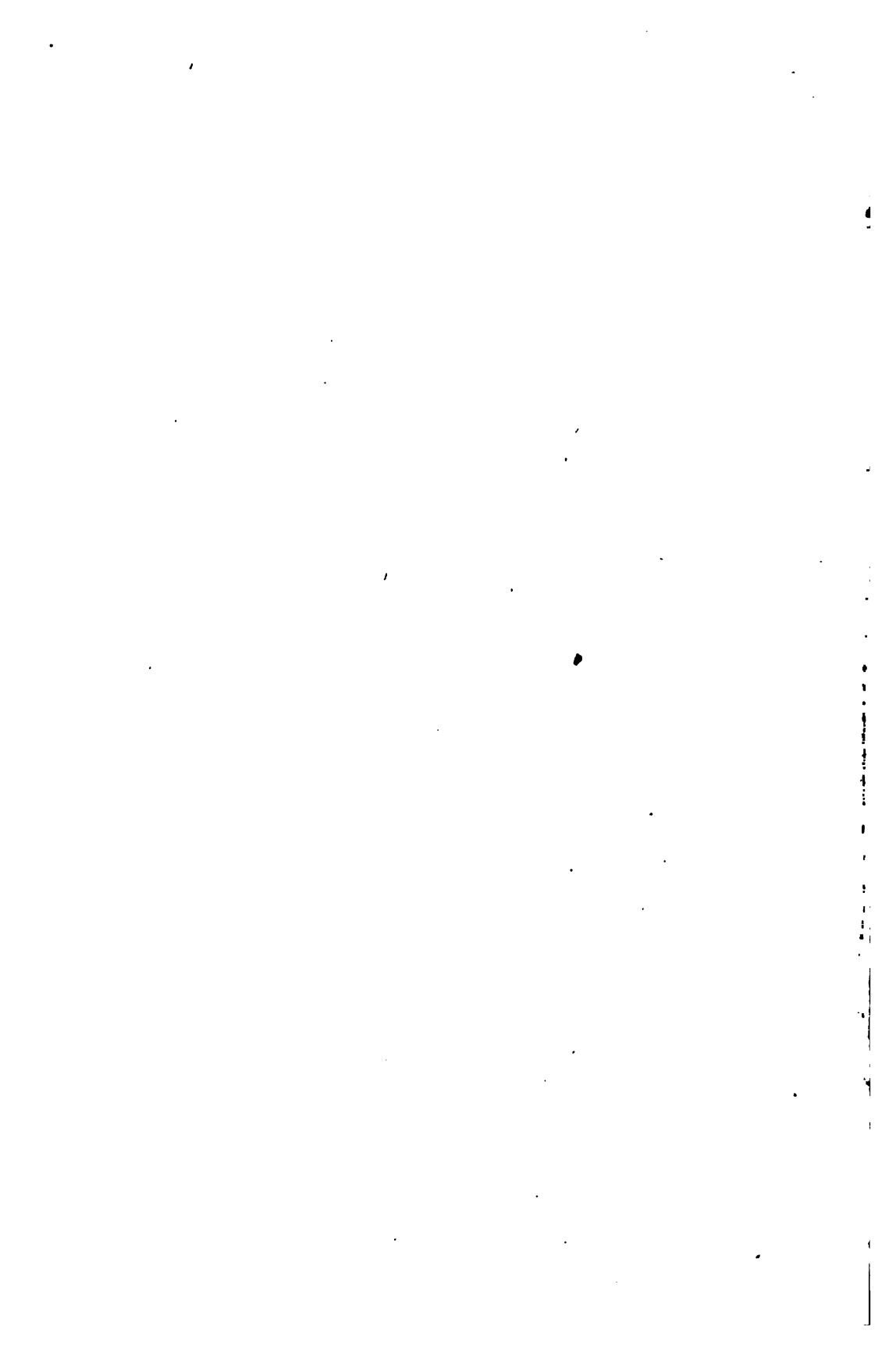
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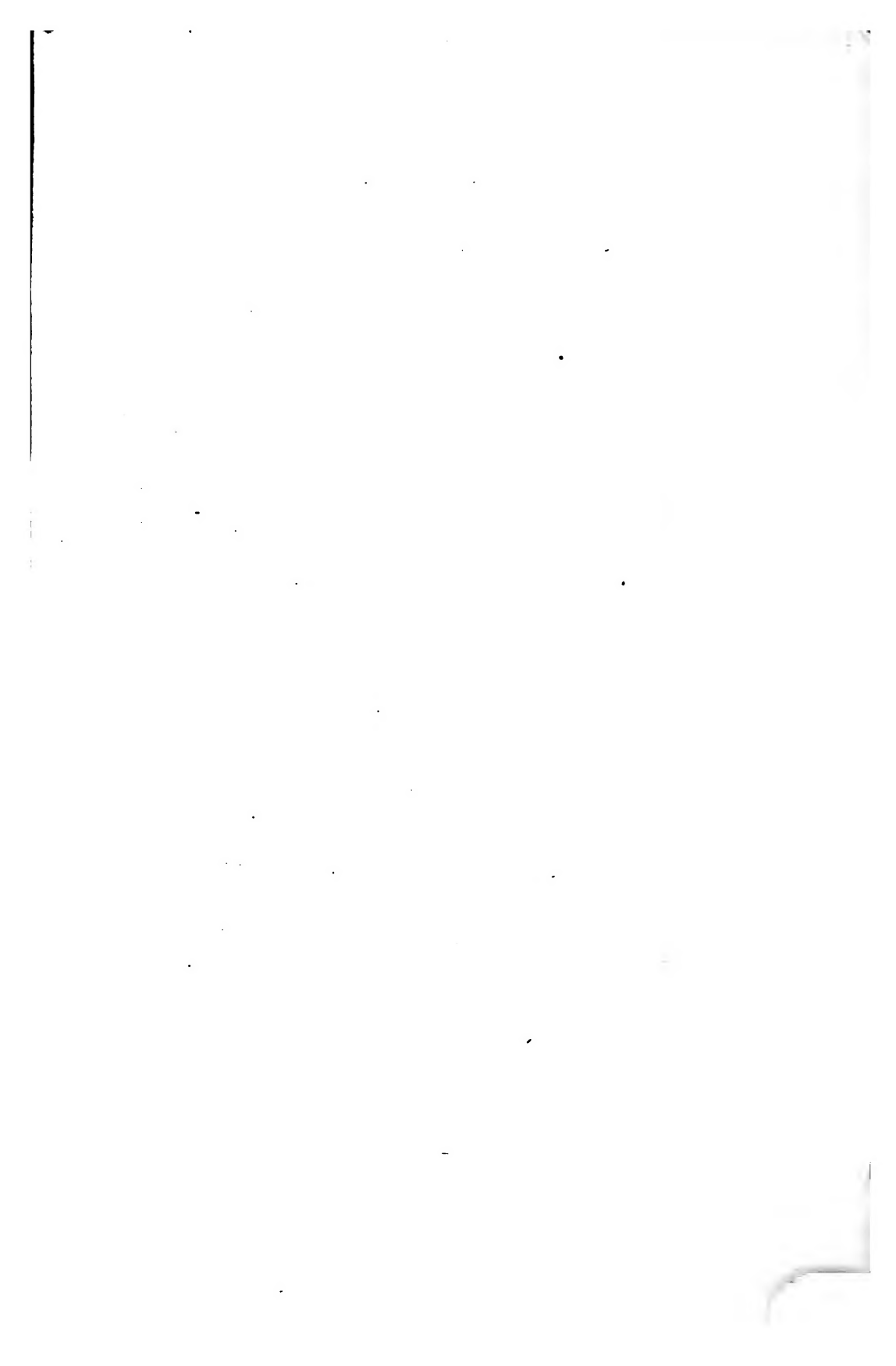
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